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N. LAZARUS,
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12, QUEEN'S ROAD CENTRAL.
THE ONLY EUROPEAN OPTICIAN IN THE COLONY.

No. 20,635

號五卅百六零萬二第

日九十月七年子甲

HONGKONG, TUESDAY, AUGUST 19TH, 1924 式拜禮

號九十月八年三十國民華中

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BREWED IN ALTONA
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HONGKONG SPORTING ARMS
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5-6, BEAUFORT ARCADE. [39]

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LYONS: Societe Generale pour l'Avancement de
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Bills discounted.
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the World bought and sold.
L. BAINES,
Manager.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	9.15	10.23	12.00	1.18	4.34	5.27	7.09
Yauwattai dep.	6.51	9.25	10.33	12.09	1.27	4.43	5.37	7.20
Shatin dep.	7.03	9.37	10.45	12.21	1.39	4.55	5.50	7.33
Taipei dep.	7.17	9.51	10.59	12.35	1.53	5.09	6.03	7.46
Taipei Market dep.	7.23	9.57	11.05	12.41	2.00	5.16	6.10	7.53
Fanning dep.	7.33	10.07	11.15	12.51	2.10	5.26	6.20	8.03
Shung Shui dep.	7.38	10.12	11.20	12.56	2.15	5.31	6.25	8.08
Shum Chun arr.	7.44	10.18	11.26	13.02	2.21	5.37	6.31	8.14

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun dep.	7.23	8.06	10.37	11.40	2.53	4.36	5.12	6.05
Shung Shui dep.	7.29	8.12	10.43	11.47	3.05	4.48	5.24	6.17
Fanning dep.	7.33	8.16	10.47	11.51	3.10	4.53	5.29	6.22
Taipei Market dep.	7.43	8.26	10.58	12.02	3.21	5.04	5.40	6.33
Taipei dep.	7.47	8.30	11.01	12.05	3.27	5.10	5.46	6.39
Shatin dep.	8.00	8.43	11.16	12.21	3.40	5.23	5.59	6.52
Yauwattai dep.	8.14	8.57	11.28	12.34	3.53	5.37	6.03	6.56
Kowloon arr.	8.23	9.06	11.36	12.42	4.01	5.45	6.11	7.04

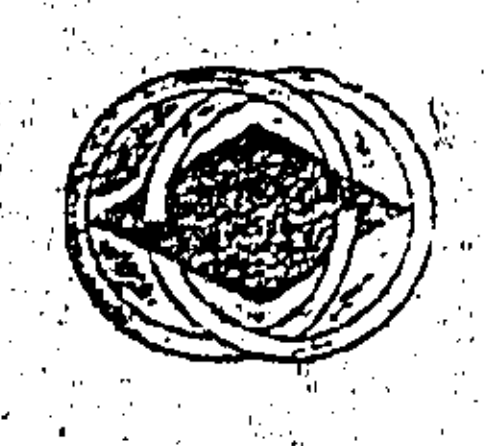
	A.M.	P.M.	A.M.	P.M.
Fanning dep.	7.45	11.20	2.30	6.30
Shatin arr.	8.40	12.25	3.15	7.15
Shatin dep.	8.40	12.25	3.15	7.15
Fanning arr.	7.45	11.20	2.30	6.30

Further information may be obtained at the Railway Offices, Kowloon, or from
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Waists and Dresses from the Latest French Patterns, Mandarin Costumes
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Inspection Cordially Invited. Telephone 3303.
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£1,000 on attaining the age of Fifty-five.
Premiums moderate. Conditions liberal.
Particulars from—
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Sailings.—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
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The trouble has been that you have been longing for something really good,
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COMFORTABLE but did not know WHERE to get it.

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Average Rates for Single Rooms (without Bath) including meals
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Kanazawa ...	Miyako Hotel	Nara ...	Tokyo ...
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Karuiwa ...	Park Hotel	Nikko ...	Omori Hotel
Mikasa Hotel	Miyajima ...	Kanaya Hotel	Tokyo Station Hotel
Mampai Hotel	Miyajima Hotel	Osaka ...	Tokyo Bay Hotel
Kobe ...	Miyajima Hotel	Osaka Hotel	Yokohama ...
Oriental Hotel	Yokohama ...	Shimonoseki ...	Grand Hotel
Tor Hotel	Nagasaki ...	Sau-ye Hotel	
	Japan Hotel		
IN TAIWAN (FORMOSA):			
Taipei:—Taiwan Railway Hotel			
IN CHINA:			
Fuzhou:—Fuzhou Hotel			
Kobe:—Kobe Hotel			
Shanghai:—Shanghai Hotel			
Shanghai Station Hotel			
IN MANCHURIA:			
Changchun:—Changchun Hotel			
Fushun:—Fushun Hotel			
Harbin:—Harbin Hotel			
Qiqihar:—Qiqihar Hotel			
Yokohama:—Yokohama Hotel			


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AND
GENERAL IMPORTS & EXPORTS
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Electric Lifts and Lighting.

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Manager.

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CANTON.

Only 4 hours from Hongkong by Rail in m/s
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via the Pearl River.

The Only European Hotel in Canton.
Cooking exclusively under European
supervision.

Official Hotel for all the leading
Tourist Cods in the World.

European or American Plan.

This Hotel has just been renovated and
brought up-to-date, including one of the most
spacious Lobbies in the Orient, 1923.

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Three Minutes from Kowloon Wharf, Ferry
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Entirely under English Management.
Electric Light and Fan throughout.

EVERY ROOM WITH PRIVATE BATH

Lounges Bar and Billiard Rooms. Unrivalled
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the Proprietor.

TERMS MODERATE.

Special Terms to Families on application to
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Proprietor.

[43]

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FURNITURE AND PHOTO GOODS STORE.

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"Salamander" Engine & Cylinder Oils.

"Salamanderite Jointing."

There are two kinds of Rings in
"THE RIGHT THAT FAILED"
in which
BERT LYTELL and
VIRGINIA VALLI
are the Stars.

One is the Engagement Ring—the other is a Prize-Ring

AT THE
QUEEN'S THEATRE
All Shows till Tuesday.

Wherein a "highbrow" pugilist proves that he can
love as well as he fights.

A clean, true story of fists and kisses.

Reels of genuine boxing scenes.

HERE IS THE OPPORTUNITY FOR
LADIES TO SEE WHAT BOXING
REALLY IS.

GOERZ BINOCULARS
GUARANTEE Best of Its Kind.

GREAT REDUCTION
20%
14 DAYS ONLY
From 7th AUGUST.

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EGYPTIAN CIGARETTES

NO ONE EVER GETS TIRED OF MELACHRINOS—
THEIR UNFAILING QUALITY IS A
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No. 4—\$4.75 per 100's. No. 9—\$2.75 100's.

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LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

THE HONGKONG SMALL INVESTORS' SHARE & REAL ESTATE CO.
ASIAN BUILDING (2nd Floor). Tel. C. 4630.

WE BUY

Steamboats	354	Shai Docks Tm.	924	Dairy Farm	264	Providents old	1510
Tickets old	184	Hong. Trams	424	Watsons	264	Providents new	560
Hotels new	1800	Union Insur.	226	Tugs	320	Waterboats	1700
China Lights new	9.20	Hong. Banks	1,190	Humphreys	224	Territorials	180
Cements new	6.50	Peak	194	Supers	270	Hong Trams	434

WE SELL

AND VARIOUS OTHER LOTS

Prospective buyers are reminded that sales or purchases of lots mentioned depend upon our clients and market fluctuations.

CONTINUITY OF TRADE. VALUE OF THE BRAND.

In an address on "Branded Goods," which he delivered at a Manchester Publicity Club luncheon in the Midland Hotel, Mr. E. Osborne (Messrs. Osborne, Peacock and Co., Ltd.) emphasised the importance of branding in securing continuity and stability of trade. The great ideal of modern trade, he pointed out, was to make the bulk of the necessary operations semi-automatic. Branding was the one thing the British manufacturer needed for he knew then that every sale to the consumer would be more and over more sales so long as the consumer was satisfied. In the case of an unbranded article, the effects of the transaction ended with the sale. In the case of a branded article, the effects of the transaction began with the sale. In the case of a branded article, even if only passably satisfactory, the price producer gained the greatest of all—recognition in the mind of the ultimate consumer, an asset which was sometimes sold in the open market at ten times the value of the whole plant employed in a business. He gained goodwill.

Dealing with the question of co-operative advertising behind Lancashire goods, Mr. Osborne said the retail had been raised that Lancashire could not possibly agree to one brand mark of trademark covering all her products, because this brand would identify the finest quality goods, and also the poorest quality goods. The answer to this was given by retailers in all parts of the world. He saw passing through his offices stores of overseas papers containing retail-store advertisements. They contained no reference to a Sheffield department, or to a Birmingham department, or to a London department, but they would contain very many references to a Manchester department. Retailers in all parts of the world were proud of Manchester goods. In their window displays of Manchester goods the better and poorer qualities of Lancashire products were shown, because they recognised that the higher classes and the lower classes of cloth both had their markets, and each cloth must be good in its class, because it had the prestige of Manchester origin. Was not this sufficient—the fame of Lancashire goods expressed in Manchester department advertising in papers from all parts of the globe? What would Lancashire recognise and actively foster the goodwill of retailers, particularly overseas, by organising, strengthening, and supporting their effort?

Lancashire, Mr. Osborne insisted, needed a co-operative campaign, and he was by no means pessimistic regarding her attitude towards branding and advertising. He believed that, once again, she will give a lead to the nation, and he would like to see that lead given during the present year, because of the British Empire Exhibition. This year we should naturally expect to hear more about a British Empire mark. The best thing we could get out of Wembley would be to extend its effect from five years to fifty years, by the simple expedient of adopting a British Empire mark which would sustain and permanently express the ideals behind the Exhibition. If we had a favourable product with which to experiment in Empire-grown cotton from Australia and South Africa. It was a virgin field and a fair prospect, if branding and advertising were decided upon now. He invited Lancashire manufacturers and Lancashire cotton operatives to consider the adoption of methods which were not half so revolutionary as adopting power looms for hand looms, or making a port of an inland town, but which could quietly, but no less surely, exercise an effect tending to safeguard the prosperity of the industry, and by increasing its stability, help to further the welfare and prosperity of the nation as a whole.

BRITISH NORTH BORNEO (CHARTERED) CO.

A dividend of 2½ per cent. is declared for 1923. This rate compares with 3½ per cent. for 1922, and is the lowest since 1914, when 2½ per cent. was distributed. Total revenue for 1923, 1922, compared with 1921, 1920, is as follows:—Total receipts on revenue account, £234,821, expenditure was £247,906. The figures show receipts of the year exceeded expenditure by £143,915. There has been net expenditure on capital in 1923 of £106,223, in respect of railways, telegraphs, etc., including £25,629 on immigration, land settlement, and forestry. The balance of revenue and land sales forward from last balance-sheet amounts to £275,223, which is reduced to £210,295, after deducting dividend for 1922 (declared in November, 1923). Adding the profit for 1923 of £143,915 there is a balance of £354,210 allocated as follows:—Interest on debentures, etc., £73,906; depreciation, £30,726; special grants to staff in Borneo, £2,104; to reserve, £55,150, leaving £224,410 forward. The actual result of the year's operations was a net profit of £19,174. Directors state, owing to continued stagnation of trade in the East and low market price of rubber, which militates against greater activities on the part of companies operating in North Borneo, the Court do not feel justified in recommending a higher dividend than 2½ per cent.

BANK VAULTS IN HONGKONG.

Consul Leroy Welber in a recent report expresses the opinion that there should be a good opportunity for American manufacturers of bank vaults to develop sales in Hongkong and in the South China market. At present, practically all of the banks in Hongkong and neighboring cities are fitted with the old-style light-door safes of British manufacture. No modern vault equipment has as yet been installed. The tendency on the part of local banks to build their own premises along modern lines, should encourage the sale and installation of modern bank-vault equipment. A 20-ton vault which could be sold and installed for about \$25,000 (gold) would appear to be suitable for this market.

JAPANESE ELECTRIC POWER ISSUE.

Messrs. Dillon, Read & Co. announce the issue in New York of \$15,000,000 7 per cent. 20-year bonds of the Great Consolidated Electric Power Co., Ltd., of Japan was over-applied for. A feature was the large volume of subscriptions received from California and the Pacific Coast, the supposed source of anti-Japanese feeling in the United States. Commenting on this feature the *Wall Street Journal* says:—

"Observers here feel that the popularity of the loan in California indicates that the supposed anti-Japanese feeling in this section is largely the result of exaggeration and misrepresentation. It has been a matter of widespread comment that this loan to a Japanese private corporation is one of the first instances of a loan by American bankers to private enterprises outside the limits of this country. The fact that a Japanese company is able to attract capital in such large volume in preference to European industrial companies is taken as an indication of the high credit rating enjoyed by Japan and Japanese industries here."

AN AUSTRALIAN-FAR EASTERN TRADING COMBINATION.

A new company which has just been organised in Australia for the purpose of trading with Far Eastern countries has allied itself with the Australian Manufacturers (Ltd.), which reports the U.S. Assistant Trade Commissioner at Melbourne, is said to represent about 40 of the principal firms now trading with the Far East. It is reported that the combination will take over valuable timber and other concessions in Borneo, importing large supplies of the timber to the Commonwealth. Branches of the combine will be established throughout the Far East for the handling of various other lines entering into Australia's export trade and, in addition, assistance will be rendered by subsidiary companies at Batavia, Singapore, and other Eastern ports.

HONGKONG SHARE MARKET CLOSING QUOTATIONS

August 18th, 1924.

Hongkong and Shanghai	\$1,100 b.
Bank of China	\$700 b.
Canal Insurance	\$227½ b.
Union Insurance	\$227½ b.
Hongkong Fire Insurance	\$350 b.
Douglas Steamships	\$30 b.
H.K. & M. Steamships	\$37½ b.
"Star" Ferries	\$90 b.
China Sugars	\$342 b.
Kowloon Wharves	\$215 ss.
Whampoa Docks	\$154 b.
Shanghai Docks	Ts. 921½
Hongkong Wharves	Ts. 197½
New Engineering	Ts. 6½
Hongkong Land	\$116 b.
Hongkong Hotels (old)	\$18½ b. ex div.
Hongkong Hotels (new)	\$18½ b. ex div.
Humphreys Estate	(old) \$32½ b.
China Providents	(new) \$7½ b.
Dairy Farms	\$27 b.
Watsons	\$26½ b.
Hongkong Electric	\$40½ b.
China Lights	(old) \$15½ b.
China Lights	(new) \$2½ b.
Hongkong Trams	\$19½ b.
Peak Tramways	\$19½ b.
"Shell" Transports	\$22½ b.

b—buyers; s—sellers; ss—sales.

PREVENTION AS REMEDIES.

In caring for your eyes prevention is inexpensive, remedies are often costly. Forestall your eye trouble by having your eyes examined if you feel the slightest strain when you are using them.

CHINESE OPTICAL CO., EYE-SIGHT SPECIALISTS, 67, QUEEN'S ROAD CENTRAL.

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OVER 100 YEARS REPUTATION
DR. LECLERC'S PILLS FOR THE
CURE OF ALL DYSPEPSIA, INDIGESTION,
ACIDITY, BILIOUSNESS, COLIC, CONSTIPATION,
HEADACHE, NEURALGIA, MIGRAINE,
PAIN IN THE BACK, RHEUMATISM,
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DR. LECLERC'S PILLS FOR

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
Boxes—YI.

WANTED An "Authorized ARCHITECT" with Chinese Partnership. Apply—Box No. 40, c/o Hongkong Daily Press.

DANIEL CRAWFORD'S SCOTCH WHISKY.

We have been appointed
Sole Agents

FOR THIS WELL-KNOWN BRAND OF
SCOTCH WHISKY.

DONNELLY & WHYTE.
TEL. CENTRAL 636.

ALWAYS IN STOCK.

THE "ALL PURPOSE"
&
"NO TROUBLE"
MARINE
POWER UNIT.

"AILSA CRAIG" MARINE MOTORS
LIGHT and HEAVY DUTY 6 to 45 H.P.
AILSA CRAIG "KID" 10-14 H.P. FUEL CONSUMPTION
1 OF A GALLON KEROSENE PER HOUR
THE IDEAL ENGINE FOR BOATS FROM 16 FT. TO 45 FT. IN LENGTH

COMPLYING WITH THE BOARD OF TRADE AND
LLOYD'S REGULATIONS.

APPLY TO
Messrs. DODWELL & Co., Ltd.,
QUEEN'S BUILDINGS.
FOR FULL INFORMATION.

SIMPLICITY AND SILENT RUNNING
MAKE THE AILSA CRAIG ENGINE
SUITABLE FOR FISHING BOATS
SAILING YACHT
RIVER LAUNCH
CRUISING.

RADIO.

"TUNE IN" with a RAY-O-VAC "B" Battery using at the same
time a RAY-O-VAC "A" Dry Cell Battery for your Filaments.
See how clearly the signals will come in.

The National Radio Engineering Company of Atlanta,
Georgia, covering an investigation made by them in the interest of
Railway Electrical Engineers, report that:—

The "Battery" is the most important part of the radio
apparatus, and many causes of trouble in instruments are often
caused by poor batteries. . . . We have found only one make
of Battery that is so constructed that satisfactory service can be
obtained on heavy duty such as work of the class we are undertaking.
The "RAY-O-VAC" Batteries have stood all the tests and have
proven their construction and material by actual use. . . . They
have proved ABSOLUTELY SATISFACTORY IN EVERY WAY."

These Batteries are now obtainable from:—

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If you value
your health

The days in which we live render
it more difficult to maintain a con-
dition of perfect health all the
time. The system gets "run-down"
with rush and worries.

Hence the necessity for a health-build-
ing medicine—one which will assist
the restoration of health and will build
up the system. Health-building is
greatly facilitated by the regular use
of Beecham's Pills.

A sound digestion and a perfect
assimilation are the foundations
of Good Health. You may have
these by taking

BEECHAM'S PILLS

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, and the marvelous properties of this medicine have been proved in the most scientific manner. It is the only medicine that cures all diseases of the blood, and it is the only medicine that builds up the system and restores the health of the body. It is the only medicine that cures all diseases of the blood, and it is the only medicine that builds up the system and restores the health of the body.

VETARZO BLOOD AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS.
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New Flannels for Lounge Wear



Shades of Brown are the predominant colours now being shown in the West End of London for Lounge and Sports Jackets to wear with White or White Striped Trousers.

Jackets in Five of the Most Popular Shades—\$27.50 and \$33.00.

Trousers in White or White Striped Gaberdine or Serge—\$16.50 and \$19.50.

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"As good as really good cigarettes can be."

Obtainable at

Lane, Crawford, Ltd.,
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and all high class Tobacconists.

At 95 cents per tin of 50.

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Wholesale only:

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Distributors for Hongkong and South China.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
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CONKLIN'S
FOUNTAIN PEN.

A Pen that never fails to give satisfactory Writing Service.

SOLE AGENTS:

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JUST TO HAND
LADIES' HATS

Newest Parisian Fashion
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Take An Early Choice Now.

OUR LONDON LETTER.

ADVERTISING CONVENTION
OPENED IN LONDON.

MEMBERS OF PARLIAMENT AND THE
READING OF SPEECHES.

THE "CUTTY SARK" AND HER
FAMOUS SKIPPER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 18th.

ADVERTISING CONVENTION.

London is invaded just now by an army of advertising experts from America and other countries, the occasion being the International Advertising Convention. By general consent there are now here the cleverest brains to be found in the wide realm of publicity. The key-note of the conference that have been arranged and that will go on daily is summed up in the phrase, "Truth in Advertising."

If a man or a firm has a good thing to sell let it be known by all means, but in the interests of the public and of all honest traders, publicity men are enjoined not to lend their aid and exercise their undoubted talents to bolster up what is shoddy or shady. The Convention will endeavour to establish this principle so that it will become an accepted canon of square dealing among advertising experts everywhere.

In recent years there has been an immense advance in the ingenious methods of bringing sellers and buyers together. In this country it is now accepted as an axiom that the newspaper is the finest medium of all for advertising. But the announcement must be properly presented if it is to get results. To do this successfully is an art, and indeed I have heard it claimed that now-a-days it may be regarded as a science.

AN AMUSING STORY.
In this connection I heard an amusing story this week apropos of the arrival of the American contingent of advertising men. It is told of an individual who complained that newspaper advertising was unprofitable.

"Last week," he said, "I had an umbrella stolen from the vestibule of the Church. I spent more than double its worth in advertising, and I have not recovered it." He was asked how he had worded his advertisement, and he produced a cutting which read as follows:—

"Lost from the vestibule of St. Peter's Church last Sunday evening a black silk umbrella. The gentleman who took it will be handsomely rewarded by leaving it at No. 10, High Street."

One man to whom he showed this belonged to the craft which is known in America as the "adsmith," but in this country is referred to as the "ad-writer."

"Now," said this man, "let us try for your umbrella again." He thereupon drafted the following:—

"If the man who was seen to take the umbrella from the vestibule of St. Peter's Church last Sunday does not wish to get into trouble and have a stain cast upon the Christian character which he values so highly, he will return it at once to No. 10, High Street."

Next morning after this advertisement had appeared in the newspaper, the advertiser was surprised on opening his front door to find at least a dozen umbrellas. Many of them had notes attached to say they had been taken by mistake and begging the owner to keep the matter quiet.

PARLIAMENTARY ELOQUENCE.
For some time past members of the House of Commons have gradually drifted into the habit of reading their speeches—so much so indeed that the attention of the Chair has been called to it. As a result the rule has been laid down that while it is quite in order for honourable gentlemen to refresh their memories liberally from notes the actual and obvious reading of speeches must be discontinued.

This raises the point whether Parliamentary eloquence is on the wane. Personally, I do not think that it is below the average of previous periods in our political history. But the style is different. There is far less colour and picturesqueness of phrasing in speeches one hears in the House of Commons. The prevailing fashion is to adopt a matter-of-fact form of address, like the chairman of a business undertaking talking to the shareholders at the annual meeting. Now and then some Member "lets himself go," as one might say, and someone in the Press Gallery will remark, "Ah! that reminds me of Gladstone."

Mr. Lloyd George stirs the House occasionally in this way, and appeals to the emotions, in which he is a fine knowledge, but he is only on a big occasion, and that of course means very infrequently.

THE PRIME MINISTER'S SPEECHES.
Mr. Ramsey MacDonald reads most of his speeches, but there is some allowance for him in this respect since he is Foreign Secretary as well as Prime Minister. When he has to make a pronouncement in Parliament he adopts the wise plan of reciting carefully prepared statements written down beforehand. His predecessors at the Foreign Office have done likewise. There are not many statesmen who would venture to rely upon their memory or the inspiration of the moment for the right choice of words when referring to a subject involving delicate and difficult relations with some foreign Power. In the ordinary way, however, the Premier speaks with ease and precision, with only a few notes, and in the approved Parliamentary style.

Now that attention has been formally called to the reading of speeches in the House of Commons there is not much fear that the average M.P. will transgress the rule that speeches must not be read. The ambitious man who wants to make a place for himself has always avoided the practice, because he knows that unless he shows readiness and confidence as a speaker he carries no weight. Members are apt to be hypocritical, like the Scottish headie who was asked by a

young minister preaching his first sermon for an opinion on the performance. "I had only three objections to your sermon," said the headie with a judicial air. "First it was read; second it was read; and third, it was worth reading."

MONEY FOR RUSSIA.
It remains to be seen whether we shall be able to arrange business dealings with Russia as a result of the presence of the Soviet Delegation which has been here for a couple of months, but however that may be, it appears that we are already getting something from Moscow in the way of work for the Royal Mint. The Mint has been actively engaged for some weeks making vast quantities of Russian roubles, for which the silver has been supplied by the Soviet Government.

Moreover, news reaches me that a contract has been signed by the Soviet representatives and the Mint authorities for the coinage of 40,000,000 five-kopek copper pieces, the metal being in this case also supplied by Moscow. We shall get some profit out of this transaction. It is interesting also as showing that the Soviet are slowing down the printing presses in the matter of paper money.

THE SKIPPER OF THE "CUTTY SARK."
I hear that, Captain Woodget, the famous, old master of the Cutty Sark, most celebrated of all the swift-sailing tea clippers that were engaged in times past in the China trade, is to have charge of his ship for one more trip. The Cutty Sark is to be towed from Falmouth, where she has been undergoing repairs, to Fowey, where she will act as flagship for yacht racing. The sea-going community wherever they may be will be interested in the mention of the fact that the Cutty Sark is to leave port once more, though not in racing trim, and that her skipper of the old days will take command.

Captain Woodget has been farming in Norfolk for the last twenty years. Naturally he is highly pleased at being asked to walk the deck again as master. No doubt many will recall stories of the amazing way he used to drive the Cutty Sark through heavy seas, the ship heeling over till the crew had to hold on for dear life to the weather rigging. It is said that no other master could have got sailors to do what he demanded of his crew, but they accepted anything from him because he was such a wonderful seaman.

He was constantly reading the Bible; and it is said that whenever he passed another ship on the race home from China he always threw a quantity of religious tracts astern, scattering them in the wake of the Cutty Sark, because, as he explained, he was certain everyone on board his rival was blaspheming.

AN OLD HOAX RECALLED.
From time to time in the course of this correspondence I have referred to the chaotic way the London streets are dug up by various authorities responsible for local Government and by gas and electric light companies. One of the London Light Councils re-makes a street with a couple of feet of solid concrete for a foundation at enormous cost; and a week or so later a gas company will come along and tear up half the roadway to put a new main into a house or repair an old one. In both cases the traffic is dislocated. Nobody has apparently been able to devise means to prevent the folly of permitting the system of confusion and lack of control to continue unchecked. Where the London streets are concerned all sorts of people seem to be a law unto themselves.

An amusing sidelight on this peculiar manner of doing things was given this week in the House of Lords debate on the London Traffic Bill. There was another Bill coming on the same afternoon designed to give legal sanction to the admission of peacocks to seats in the Gilded Chamber. The peers do not want women to sit on the green benches, and decided to block this Bill by talking at length on the Traffic Bill and thus prevent the other from reaching the discussion stage. It is, of course, an old Parliamentary game.

TWENTY YEARS AFTER.
Lord Parmoor had moved the second reading of the Traffic Bill, and Lord Birkenhead supported it on the ground that the problem of street control in London could never be solved unless some authority were armed with the powers the Bill was intended to confer. He believed that some 27 different authorities had the right to take up the roads in London without reference to one another's movements. The House would recollect, he went on, the practical joke played on London when some young men of ingenious fancy went out, dressed as navvies, with all their paraphernalia, dug up 100 yards of Oxford Street, and worked for a whole day before someone discovered they had no authority.

Thereupon Lord Montagu of Beaulieu, one of the foremost figures in the motor world in these days, confessed that he was one of the "culprits." It happened 20 years ago, and was the result of a discussion as to the ease with which any authority was able to dig up the streets. Actually it was the corner of Trogen Street in the heart of the City that they dug up, and nobody came near them to inquire for six days. At the end of that time some official appeared from the City Surveyor's Department to ask a few questions. Lord Montagu and his light-hearted friends were unable to give any information, and as a matter of fact the yawning gap remained in the street for 10 days.

Having made a clean breast of the matter Lord Montagu expressed the hope that the Statute of Limitations would apply in this case; and the laughter of the peers at the story was a sufficient answer that the "crime" would go unpunished. In the end the second reading of the Traffic Bill was carried without a division. This means, it may be hoped, that we are an appreciable stage nearer the solution of the problem of street chaos that exists in regard to the making and mending of the London roads, and the control of vehicular traffic.—H.B.

THE SHAMREEN STRIKE.

There is no news to hand that the strike situation has been relieved, though there were said to be reasons for thinking that a settlement of the trouble would be reached yesterday.

A SHANGHAI VIEW.

The N.Y. Daily News, in a leading article on the strike, says:—

One thing must clearly be borne in mind. The strike at Shamreen is only in name a servants' strike. The boys, cooks and police are merely catpaws. The real quarrel is between the Chinese Communists and the foreigners, a repetition on a smaller scale of the Hongkong strike. The passport regulations question was settled so easily in the first negotiations, that it is quite clear they were not the real bone of contention. Indeed, had any warning been given of the strike and the Shamreen authorities been notified that this particular regulation was obnoxious, we have good reason to know that it would have been withdrawn. The fact of the matter is that a great deal of bad blood was poured over the bomb outrage at the Hotel Victoria, the assumption by some foreigners that its author was a Chinese infuriated the Cantonese and the strike was, partly, their retaliation. That it has been kept going so long by the Communists is due simply to the fact that if they can force Shamreen to take back the police, they, the Communists, will be able to claim a great victory, and much silver will flow into their coffers.

The light around Shamreen is really a demonstration by the Bolsheviks against all lawfully constituted authority to test their strength; and it is no exaggeration to say that the Canton Government are hardly less concerned than the foreigners in seeing that the agitators do not win.

As regards the foreigners of Shamreen, our hope that the strike has been settled is equalled by our hope that there has been no surrender of their stronghold. They have settled down now to the irksomeness of doing their own mental work and we are sure that the overwhelming majority of them will say every man of them—would far rather go on doing so than give in. To surrender now would merely mean renewal of the fight a little later under worse conditions. To Shamreen the issue is vital. It is a little community, but with rights well established by many decades of treaty and old custom. We are no believers in "gunboat policy"; we believe that more is to be done with the Chinese by conciliation than by pugnacity. But where just rights are concerned we hold that, in the present state of political flux and anarchy, the foreigner should be unyielding; and it is also well known that where the masses of the Chinese know that the foreigner is within his rights, they cannot easily be roused against him. Mistakes were made at the beginning by Shamreen, but directly these were pointed out there was instant willingness to rectify them.

In the latter stages Shamreen has been fighting against the worst elements in Southern China and in doing so it has championed the cause of all orderly and respectable Chinese as much as its own. If the fight is not yet over, we trust that the Chinese will give this view of the matter impartial consideration; and for the foreigners, that their employers in other ports will back them up through thick and thin.

PICKETING THAT WAS NOT PEACEFUL.

FOUR MEN BOUND OVER AT KOWLOON.

A disturbance between some coolies at Mongkok led to the appearance of four men at the Kowloon Magistracy before Mr. E. W. Hamilton yesterday.

Mr. E. A. Webster appeared to defend two of them, who were employed by the Sui Heung Yuen Company. He said that his clients were on their way to work, when several coolies stopped them and tried to prevent their working. Bricks were thrown at them, and they were forced to take refuge in their godown. They then got some iron bars, and rushing out again, drove their aggressors away. The whole party were taken to the station, and sent away by the Inspector with a caution.

In the evening, Mr. Webster proceeded on leaving their work, his client again met the other two defendants, when another quarrel arose, and all four were arrested.

All the parties were bound over in their personal bonds of \$25 each, to keep the peace for six months.

CINEMA NOTES.

THE CORONET.

The "Great Impersonation," which is the current feature attraction at the Coronet Theatre, makes several notable claims upon the cinema-goer's interest. First of all the story was written by the famous author of mystery novels, E. Phillips Oppenheim, who ranks high among the most popular writers of the day. The "Great Impersonation" is one of his best books, an exciting tale of international conspiracy in which the name suggests the chief event is a daring impersonation. As a matter of fact the impersonation is undertaken in South Africa by a German spy who poses as a well-known Englishman. This difficult dual role is ably undertaken by James Kirkwood, famed both as a director and as a leading man. Ann Forrest is the leading woman and many other laurices are included in the large cast. The "Great Impersonation," which was directed by George Melford, represents a fortune in settings. Specially effective is the one representing the Kaiser's secret war chamber, where are stored models and plans of war engines. Altogether "The Great Impersonation" is a credit to its producers, Messrs. Paramount.

AMAH IN TROUBLE.

FINED FOR STRIKING SMALL EUROPEAN BOY.

Mr. J. F. Hancock appeared at the Kowloon Magistracy yesterday, to summons Ah Tai, an amah, for an alleged assault upon his son Peter, aged 6 years, on August 11th.

The defendant stated that the child was in the habit of kicking her whenever he met her, and on the occasion in question, when she saw him in the street with his own amah, he kicked her again. She remonstrated, and the boy called out "damn fool amah." This angered her, and she hit him once on the leg with her open hand.

Mr. Hancock, in the witness-box, said that on returning home at about 5.30 p.m. on the 11th inst., he was informed by his amah that his son, had been thrashed with an umbrella by the defendant. The boy looked cowed and very pale, and had long, red weals on his legs and thighs. He was very ill during the ensuing night. On the following day, witness took the child to Dr. Moore, who gave him a certificate as to his son's injuries.

The Magistrate (Mr. E. W. Hamilton) called the small boy on to the Bench, and gently questioned him. The child said he did not use the expression complained of by the defendant. He declared, however, that she accused him of telling the proprietress of the hotel in which he lived that the defendant was unkind to the children in her charge. She then struck him.

The child's amah gave corroborative evidence.

His Worship found the assault proved. He was convinced, he said, that the defendant thought that the boy "had" maltreated her, but she should have complained to his father, and not taken the law into her own hands. On the other hand, knowing as he did the young of the human species, especially in Hongkong, he did not feel entirely sure that the child had not said things to her which made her lose her temper. She would pay a fine of \$20, or go to prison for three weeks.

JEALOUS OF PRINCIPAL WIFE.

MAGISTRATE'S HINTS ON HAPPY MATRIMONY.

One of the wives of a Chinese foreman in the P.W.D. was charged at the Kowloon Magistracy with attempting to commit suicide by taking opium.

Det.-Insp. Murphy said that the woman had formed the opinion that her husband was paying too much attention to his principal wife, who lived in another house. The man was supporting two homes.

In binding the defendant over on her husband's personal bond in \$20 for her to be of good behaviour for six months, His Worship (Mr. Hamilton) advised the man to divide his attentions between the wives with a little more impartiality in future.

TIFF OVER TICKETS.

COURT STORY OF TWO SEATS ON BLAKE PIER.

Ching King and Li Kwai Lung, two Chinese clerks, sat in two seats on Blake Pier on Saturday night, for the use of which a small charge was made. They paid the money to an Indian police sergeant, who, however, had used up his book of tickets, and telephoned for more.

The two Chinese, receiving no tickets, demanded their money back, whereupon the Indian gave it to them, but told them to vacate the seats. They refused, and he charged them with disorderly conduct.

When the case came before Mr. R. E. Lindell at the Central Magistracy yesterday, his Worship did not quite see eye to eye with the sergeant about the matter. "Remembering," he said, "that the two Chinese are respectable-looking people," he ordered the defendants to be discharged.

SHIPS IN COLLISION.

INCIDENT AT SWATOW.

A collision took place in Swatow Harbour on Thursday between the s.s. "Kiu King" of the Ching Navigation Company and the s.s. "Strathorne."

It appears that the s.s. "Kiu King" was turning in harbour at the time when a strong ebb tide was running. The vessel was caught by the tide and she failed to respond to the helm, despite the fact that it was put hard a port. She was carried across the bow of the "Strathorne." Minor damage was sustained, several of "Kiu King's" plates being bent and some rivets started. The s.s. "Strathorne" apparently received little or no damage. The s.s. "Kiu King" came into port during the week-end and she has gone into dock for repairs.

BISHOP LANDEL.

APPOINTED ASSISTANT BISHOP OF ST. ALBANS.

The London correspondent of the Shanghai Mercury states that the Right Rev. Gerard Heath Landel, D.D., Vicar of Holy Trinity, Lyonsdown, New Barnet, since 1920, has been appointed Assistant Bishop of St. Albans in succession to Bishop Hodges. Bishop Landel was Bishop of Victoria, Hongkong, from 1907 to 1920.

CRIMINAL SESSIONS.

[BEFORE HIS LORDSHIP, THE ACTING CHIEF JUSTICE (MR. H. J. DEMPSEY).]
MURDER CHARGE AGAINST INDIAN CHAUFFEUR.

ANGRY HUSBAND ATTACKS WIFE WITH CHOPPER FOR ALLEGED MISCONDUCT.

Chun Din, an Indian Chauffeur, lately in the employ of Mr. John Arnold, was yesterday indicted at the Criminal Sessions for the murder of his wife, Gennah, on May 27th, on Jubilee Road, Pokfulam.

The Attorney-General (Hon. Mr. J. H. Keogh, K.C.) conducted the case for the Crown and Mr. Henry Somerset Fitzroy, Barrister-at-Law, represented the prisoner at the bar.

The Jurors empanelled for the case were: Messrs. G. W. Sellers (foreman), C. McKelham, J. A. Douglas, D. C. Miller, C. H. de Vries, A. E. Farrell, and T. R. Bennett.

The Attorney-General, opening the case for the Crown, said the prisoner was charged with the murder of his wife on the hillside of Jubilee Road. He produced plans of the district in which the alleged crime was committed and explained where the woman was found and where a chopper, with which the Crown alleged that the crime was committed, was discovered.

Proceeding, the Attorney-General explained that there were two points of law which he desired to make clear to the Jury before outlining the facts as known to the Crown. One point was if one person wounded another with a dangerous weapon and the wounded person afterwards died, the person inflicting such dangerous wounds could be charged with murder, even though that person had no intention of committing murder. The other point was that if a man found his wife committing adultery, and in the first transport of passion killed the man with whom adultery was being committed, the husband could only be charged with manslaughter, because his provocation was so great; but he wished the Jury to bear in mind that this only held good when the husband committed the crime at the time he made the discovery. If the crime was committed after the first transport of passion had passed, then such person could be charged with murder. He desired to make this point perfectly clear so as to prevent confusion arising in the minds of the Jury.

DIED FIVE WEEKS LATER.

He also pointed out that the woman did not die on the day the crime was committed, but not until five weeks later, July 3rd.

On May 27th the prisoner was employed as a chauffeur by Mr. John Arnold, who lived in a large house at Pokfulam, where prisoner had quarters in which he lived with his wife, the deceased woman, and her son. The prisoner married the deceased about six years ago. At the time of the marriage the woman was pregnant, which fact the prisoner was not aware of until after the wedding. About four months later she gave birth of a female child, who had since died. Later a male child was born and there was no question that this child, now four years old, was the son of the prisoner.

As far as the evidence of the Chinese servants employed at Mr. Arnold's house was concerned, there were no signs of quarrelling between the prisoner and his wife. The prisoner had two friends, Sandhi Khan and Issa Khan, and prior to the woman's death the prisoner accused the deceased of misconduct with Issa Khan and Sandhi Khan.

To understand the case it was necessary to relate several incidents occurring before May 27th, when the woman was wounded. On May 20th the deceased went to Issa Khan's house with some clothing, where she made a statement, in consequence of which the deceased spent the night at Issa Khan's house. Issa Khan's wife was present at the time. The next day Issa Khan met the prisoner and Sandhi Khan. He asked them to come to his house to dinner. They arrived about 8 p.m. and a long discussion ensued about the deceased. Apparently some of them had too much drink. Eventually they all left the house together. Someone blew a police whistle and they were all taken to No. 7 Police Station. There the prisoner accused Issa Khan of abducting his wife. Issa Khan denied the accusation, whereupon the prisoner accused Sandhi Khan of abducting her. The Police Officer in charge of the Station told them to go away as they were all drunk. Issa Khan was very drunk and had to be put into the cells for the night, and on the following day he was fined \$10 for drunkenness.

Then said the Attorney-General, appeared to be the first time that the prisoner had accused his wife of misconduct with Sandhi Khan and Issa Khan. About five days before the murder prisoner told Mr. Arnold that his wife had been unfaithful to him and that he proposed "chopping" her. Mr. Arnold told prisoner not to be a fool.

BEFORE THE CRIME.

Three days before the alleged murder the prisoner's small son was taken to the Government Civil Hospital and the mother remained in hospital with him. Sometime on the morning of the crime, after 7 o'clock, the house coolie at Mr. Arnold's house saw the prisoner sharpening a chopper. At 8.15 a.m. he left the house in the car to drive Mr. Arnold to business. The prisoner was wearing a white uniform. Mr. Arnold noticed nothing unusual in the prisoner's conduct, but he had to tell him not to drive too fast. About 9.30 a.m. the same day an Indian dressed in a white uniform purchased a chopper from a Chinese shop in Morrison Street. The chopper was handed to the purchaser wrapped in a piece of foreign newspaper. The same man was then seen to drive past the shop in a car. The prisoner's next visit was to the hospital at about 10 a.m. when he took his wife and child away in the car. They were then seen by an Indian constable proceeding along Pokfulam Road. They were later seen by others going towards Mr. Arnold's house. Sometime later the prisoner was seen returning in the car accompanied by the small boy, a constable noticing that his white uniform was stained with something red.

He pulled up the car at Mr. Arnold's house, where he handed his uniform to the house boy, telling him to give it to his master. Prisoner then told the coolie what he had done. Prisoner then drove back to town where he met some people he knew. He appeared to have taken some drink and another man drove the prisoner and his little boy to the house of the mother of the prisoner's wife. Prisoner told the woman what had happened and said he wanted to leave the little boy with her. She consented to take charge of her grandson. The prisoner was not drunk at the time, but it was apparent that he had been drinking. Next a visit was paid to Mr. Arnold's office where prisoner appeared to be very excited and Mr. Arnold dismissed him. Prisoner was next taken to the Central Station and on arrival there he appeared to be getting more and more drunk. Where he got the drink from was not known.

WOMAN FOUND ON HILLSIDE.

The woman was eventually found about mid-day by a coolie who was working near a matshed just off the Jubilee Road. She was lying off the road on the hillside in some bushes, and it was apparent from bloodstains on the road that she had crawled across the road. The foreman in charge of the coolies telephoned into the city for an ambulance, but owing to the difficulty in finding the place the woman did not reach hospital until 4 p.m.

Inspector Eamer was sent out to search the vicinity and found in a nullah, near the bridge, where the woman was attacked, a chopper, which bore the same Chinese characters as that purchased by an Indian in Morrison Street earlier in the day. A piece of a foreign newspaper was also found by Inspector Eamer.

On May 28th the prisoner was charged with causing grievous bodily harm and in reply he said: "I was drunk; I don't know whether I assaulted her or not." When later charged with murder prisoner said: "I did cut my wife with a chopper, but I did not kill her."

CROWN EVIDENCE.

Evidence for the Crown was then called. Dr. C. W. Kenney, Medical Officer in charge of the Government Civil Hospital, describing the woman's injuries, said that the woman's left foot was almost severed. There were also about a dozen wounds on the right leg. The woman was suffering from shock and he considered her condition serious. She eventually died on July 3rd.

The Attorney-General tendered the evidence of Dr. A. G. M. Severn, but the doctor was not called upon to make a statement.

Giving evidence in the afternoon, Issa Khan was cross-examined by Mr. Fitzroy. He said there was no mention of an arrangement between witness and deceased in case the prisoner divorced her. He did not tell her that in such case he would keep her. His friendship with the prisoner would not allow him to suggest such a thing. Deceased told witness that she could not go back to her husband because he ill-treated her. She did not say to him: "How can I go back to him after this?" On the night of the 18th May deceased slept at his house with his wife on a spring bed. He slept in the same cubicle on a camp bed. He advised prisoner to divorce his wife.

Witness said he had since discussed the case with Sandhi Khan but he did not tell him what he was going to say in evidence.

Re-examined, the Attorney-General asked: Did you hope that prisoner would divorce his wife? No.

Well, what did you mean by advising him to divorce her? Because he was making trouble with his wife.

Dr. Severn, re-called, said he considered it quite likely that the jagged edge of the chopper was caused by blows on the bones of the woman's legs.

Sub-Inspector John Moss of No. 7 Police Station, related the incident which occurred at that Station on May 20th when Issa Khan was locked up for drunkenness. On that occasion prisoner complained that Issa Khan and prisoner's wife had misbehaved themselves.

CHOPPER IDENTIFIED.

Li Fat, a foki at the shop in Morrison Street, where the Crown alleged the chopper was bought, identified the chopper produced in Court as the one sold to an Indian in uniform on the morning of May 27th. He positively asserted that the chopper produced was the one purchased.

Cross-examined by Mr. Fitzroy, witness modified his statement considerably, stating that it might have been sold on another occasion. He could not identify the man who purchased the chopper.

Re-examined, witness said he was not prepared to swear that the prisoner was the man who made the purchase.

An Indian constable said he saw the prisoner driving his car towards Pokfulam on the morning of May 27th. The prisoner was accompanied by his wife and child. Witness had it in mind to ask prisoner for a lift as far as Pokfulam Police Station, but noticing prisoner was accompanied by his wife, he refrained from asking.

Cross-examined, witness said he knew nothing about Sandhi Khan's relationship with deceased. He had known the prisoner for something like 4 years to 5 years. Prisoner was formerly a chauffeur in the employ of His Excellency the Governor.

Another Indian constable gave evidence as to seeing the prisoner returning from the direction of Pokfulam at 10.30 a.m. He was driving a car and was accompanied by his son. Witness made a note of the number of defendant's car and the time, as he intended issuing a summons against him for an alleged breach of the traffic regulations. Witness noticed that Sandhi Khan was standing at the corner of Jubilee Road and as the car passed he heard prisoner say to Sandhi Khan: "I have got nothing or I would strike you."

The case was at this stage adjourned to this morning.

ARMS CASES.

Chung Man, in answer to a charge of unlawfully having in his possession a revolver on the Shaikwan Road on July 8th, said he found the weapon near the Bowrington Bridge.

His Lordship took this as a plea of "Guilty" and made an entry accordingly.

Mr. T. M. Hazlerigg, acting Crown Solicitor, said nothing was known about the prisoner. He pointed out for the benefit of the Court that certain springs, trigger guard, etc., were found in the prisoner's possession at the same time as the revolver was found.

Prisoner was sentenced to 12 months' hard labour.

A JUNK'S ARMOURY.

OLD WOMAN SENT TO GAOL.

Leung Ki, an old Chinese boat woman, was indicted for unlawfully having in her possession 67 automatic pistols, 10 revolvers and over 11,000 rounds of ammunition on her cargo junk.

Prisoner, in pleading "Not Guilty," said she was asked to carry firewood. She had no knowledge of the arms.

Mr. T. M. Hazlerigg conducted the case for the Crown and called Chief Preventive Officer S. J. Clarke who said that he and other revenue officers boarded a junk lying at a wharf along the Praya and found the arms in the living compartment, covered with a quilt. Some of the muzzles of the revolvers were protruding from the bags.

Prisoner said she was asked by several men to go to Shamshuiipo to look for firewood. They brought the bags on board and said they would call in the morning. She denied knowledge of the contents of the bags.

The Jury returned a verdict of "Guilty" and his Lordship, in sentencing prisoner to three years' hard labour, said that he had taken into consideration the age and sex of defendant. It was ridiculous for her to say she knew nothing of the contents of the bags.

[BEFORE HIS HONOUR THE PEERSE JUDGE (MR. JUSTICE DYER BALL).]

SEQUEL TO A ROBBERY.

ARMED MAN SENTENCED.

On July 16th the police, whilst engaged in searching suspects in connection with a robbery at the Cosmopolitan Docks, found a Chinese in possession of a dagger found a quarter of a mile away from the scene of the robbery.

This man, named Man Mak, yesterday morning appeared before Mr. Justice Dyer Ball and pleaded "Guilty" to unlawful possession.

Mr. J. H. B. Nihill, Assistant Attorney-General, said that he did not wish his Lordship to infer that prisoner had any connection with the robbery at the Docks. At an identification parade held soon after his arrest, no-one succeeded in picking him out.

His Lordship sentenced prisoner to three years' hard labour.

HEAVY SENTENCE FOR ROBBER.

TEN YEARS AND THE "CAT."

Lai Yuk-mui was sentenced to ten years' hard labour and 12 strokes with the "cat" for the past played by him in a robbery at Sha Tau Kok on July 13th.

Mr. J. H. B. Nihill, for the Crown, said the robbery took place at a general stores shop at Sha Tau Kok shortly after midnight. There were thirteen persons living in the shop. The master's wife was driven downstairs and the robbers forced her to hand over the key of a box containing the jewellery. She was able to identify the prisoner as the man who opened the box. The prisoner on seeing her looking at him made her turn her face to the wall. Amongst other things the robbers took away were ten topoes, eleven singlets, ten umbrellas, two diamond rings and \$200 in cash. The master of the shop hid amongst some wine jars while the robbery was in progress. About a fortnight later the prisoner was arrested on suspicion and on information received. He was identified by four of the shop foks, and on him, in his coat pocket, was found one of the missing rings. He was also found to be wearing a singlet bearing the same trade mark as those stolen and a topoe which the master of the shop would say was of the same type as those stolen.

The Jury found prisoner "Guilty" and sentence as above was ordered.

VILLAGERS CATCH HIGHWAY ROBBER.

COMMENDED BY JUDGE FOR THEIR PROMPT ACTION.

Lo Chun was indicted for highway robbery at 4.30 p.m. on July 20th at Kau Wah Kung when he, with another man not in custody, robbed Wan Tai-kiu of two rattan baskets, containing various articles.

Opening the case for the Crown, Mr. Nihill said that Wan Tai-kiu, whilst walking in the vicinity of Laihekoi, was accosted by two men, one of whom was prisoner, who asked her what she had in her baskets. She replied "Nothing" and they threatened to kill her if she did not hand them over. When she blew a police whistle she was seized by the throat, her goods forcibly taken from her, including the whistle, and then men departed. On the woman reaching the nearest village the alarm was raised and the villagers turned out in pursuit with such promptness as to apprehend defendant before he had cleared the district. The stolen baskets had been discarded by the robbers in their flight up the hillside, and were found forced open, the contents being scattered.

When caught prisoner was hiding behind a cactus plant and, having divested himself of hat and coat, had hidden them in the long grass adjacent where they were afterwards discovered by the police. In the coat pocket were found the police whistle and 17 cents.

Prisoner admitted taking part in the robbery but stated he had been urged by his accomplice, under whose influences he was acting at the time.

Evidence was then called. Wan Tai-kiu, a married woman, stated emphatically that prisoner was the man who threatened her life and later seized her by the throat when she was taking her baskets. She had only lost 60 copper cents and the police whistle with keys.

Chung Tsai Lam, a villager of Kau Wah Kung, gave evidence of answering the call for assistance. He and his nephews, and other villagers went in search of the robbers. Witness and another man discovered prisoner sitting by the side of a nullah wearing a singlet, white trousers and no shoes. A man named Chung Sun seized him and witness searched him. He was then taken to the village. He was present when the woman saw the man they had caught, and she exclaimed "You are a dead man. You held me by the throat." This was followed by cursings.

Prisoner in his defence said: I came from the country to Tai O. About 10 days later I met Hsu Sun, whom I knew before. He asked me to go to Chin Wan with him. We looked at the sights on the road and met a woman carrying many articles and a few pineapples. Hsu Sun suggested we take a few pineapples to eat. I said: "I dare not," but he told me he would hold the woman if she raised an alarm. I snatched the small basket of pineapples and ran away. Hsu Sun gave me the whistle. I do not know which way he ran. I sat down on the hill with two pineapples. Later some villagers came and arrested me, assaulting me and pointing revolvers at me. I was then taken down to the village, assaulted all the way along so seriously that my mouth bled. They told me to wipe my mouth when the Inspector approached so he would not see it.

Prisoner was found "Guilty."

In ordering a sentence of 7 years with hard labour and 10 strokes with the "cat," his Lordship commented upon the cowardliness of the attack by prisoner and his associate. He saw no reason for taking a lenient view of the case.

He further commended the Kau Wah Kung villagers for their prompt action but for which this despicable thief might have escaped.

SEE OUR WINDOW FOR SPECIAL DISPLAY OF ENGLISH TINNED FRUITS.

Austins Raspberries	in Syrup per tin	\$1.50
" Rasp & Currants	" "	1.40
" Victoria Plums	" "	1.00
" Strawberries	" "	1.60
Chivers Greengages	" "	1.00
" Black Currants	" "	1.40
" Gooseberries	" "	1.15
" Blackberries	" "	.90
" Damsons	per bot.	1.40

DELICIOUS SERVED WITH NESTLE'S THICK CREAM.

LANE, CRAWFORD, LTD.
PHONE 4567.

HOUBIGANT'S QUELQUES FLEURS PERFUME AND CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

SONGS

THE WHOLE WORLD SINGS

SONGS

THE CHILDREN LOVE TO SING

PIANO PIECES

THE WHOLE WORLD PLAYS

VIOLIN PIECES

THE WHOLE WORLD PLAYS, ETC., ETC.

ANDERSON'S.

Wm Powell Ltd

12, Des Voeux Road.

FELT & SUEDE HATS for Sportswear.

AUTUMN STRAWS.

SILK HOSIERY CORSETS

UNDERWEAR.

NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB.

SWIMMING! SWIMMING!

FOURTH NIGHT FETE

Will be held on
FRIDAY, the 22nd INSTANT,
Commencing 9 o'clock.

ADMISSION AT USUAL PRICES.

SPECIAL ATTRACTION.—On MONDAY, the 25th INSTANT, 9 o'clock—Local Quarantine Service LARVINE OLYMPIC SWIMMERS. Reserved Seats—\$1.50. Booking at ANDERSON MUSIC STORE and VICTORIA RECREATION CLUB. Lyric Band in Attendance on both Evenings.

R. C. WITCHELL,
Hon. Secretary.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for **ROUND TRIPS** during the months of JULY to SEPTEMBER, from HONGKONG to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New Fast, Well-appointed Steamer "HAINING" at the Reduced Rate of \$60 for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave HONGKONG from the Company's Wharf at 5 p.m., arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from PAGODA ANCHORAGE to Foochow City, if required.

For further Particulars and Dates of Sailing, apply to—

DOUGLAS LAURENCE & Co.,
General Managers.

DOUGLAS STEAMSHIP CO., LTD.
Hongkong, 17th June, 1924. [108]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES of Company's Steamer "MACHON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th August.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd August will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th August, 1924. [1147]

S.S. "PAUL LECAT."

SERVICES CONTRACTUELLES DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc., also Cargo ex S.S. "VILLE DE VERDUN" from BORDEAUX, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 27th instant, or they will not be recognised.

All damaged Packages will be examined on Saturday, the 23rd instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.

Hongkong, 17th August, 1924. [1149]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE "SICILIA."

Capt. H. U. Davis, D.S.O., R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, 21st AUGUST, 1924, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m., the day before sailing. The contents and value of all packages must be declared.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 14th August, 1924. [1148]

INTIMATIONS

HONGKONG CRICKET LEAGUE.

THE ANNUAL MEETING will be held at the Pavilion of the Hongkong Cricket Club (by kind permission) on MONDAY, 25th INSTANT, at 5.15 p.m.

H. OWEN HUGHES,
Hon. Secretary.

1146]

HONGKONG TRAMWAYS, LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Seventy-five cents per Share has been Declared and will be PAYABLE ON AND AFTER WEDNESDAY, THE 20th AUGUST, when Dividend Warrants may be obtained upon Application at the Office of the Company.

THE SHARE REGISTERS of the Company will be CLOSED from WEDNESDAY, 21st AUGUST, to TUESDAY, 19th AUGUST, 1924, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Acting Secretary.

Hongkong, 21st July, 1924. [1054]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1924, and will be Paid on FRIDAY, the 22nd AUGUST, 1924, as to Forty Cents (\$0.40) per Share on the Old Shares (Fully paid), Thirty-three Cents (\$0.33) per Share on Bonus Shares (Fully paid) Not 171,000 to 200,000, and Six Cents (\$0.06) per Share on the New Shares (1924 Issue) upon which \$250 per Share was paid up on the 15th March, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 22nd AUGUST (both days inclusive).

SHEWAN, TOMES & CO.,
General Managers.

1078]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1924, and will be Paid on FRIDAY, the 22nd AUGUST, 1924, as to Forty Cents (\$0.40) per Share on the Old Shares (Fully paid), Thirty Cents (\$0.30) per Share on Bonus Shares (Fully paid) Not 60,001 to 150,000, and One Cent (\$0.01) per Share on the New Shares (1924 Issue) upon which \$1.00 per Share was paid up on the 15th May, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 22nd AUGUST, 1924 (both days inclusive).

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st August, 1924. [1104]

TO LET.

SHOP AND OFFICES, No. 12, PEDDER STREET.

Apply at the PREMISES. [1100]

TO LET AT WEIHAIWEI.

COMFORTABLY FURNISHED ROOMS with Board. To Let at present.

Apply—
MRS. NIVEN,
WEIHAIWEI.

842]

S.S. "YALOU."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from ANTWERP, DUNKIRK, MIDDLESBROUGH, MANCHESTER, LONDON and SAIGON, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 27th instant, or they will not be recognised.

All damaged Packages will be examined on Saturday, the 23rd instant, at 11 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.

Hongkong, 17th August, 1924. [1150]

TODAY and TOMORROW:
at 2.30, 5.15, 7.15 & 9.15.

JAMES KIRKWOOD

in

THE GREAT

IMPERSONATION

Wolf Cub Party

Scenes of Peking

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF THE MOTHERLAND

Go to the four corners of

the earth and there are the

sons of the Motherland.

Sweep the seas of the

universe and there are the

ships of the Motherland.

Search the hearts of the

Empire and there are ties to

the Motherland. One of

them is

DEWAR'S

Dewar's "White Label" and

"Victoria Vat."

As supplied to the Houses

of Lords and Commons.

By Royal appointment to

His Majesty The King.

SOLE AGENTS:

A S WATSON & CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

BIRTHS.

ALEXANDER.—At H.B.M. Legation, Peking, on August 6th, the wife of WILFRED A. ALEXANDER, of a daughter.

BROWN.—At Shanghai, on August 15th, to Mr. and Mrs. A. J. BROWN, a daughter.

FERGUSON.—At Shanghai, on August 10th, to Mr. and Mrs. W. F. FERGUSON, a daughter.

FLETCHER.—At Tientsin, on August 13th, to Mr. and Mrs. K. P. FLETCHER, (nee Koltsoff), a son.

MARRIAGE.

ELLIS.—KREDEL.—At the "Synagogue 'Ohel Leah,' on the 17th inst., EMANUEL EZZEL, son of the late E. L. ELLIS, of Hongkong, to HEVCCA, daughter of EPHRAIM KREDEL, of Harbin. [1152]

DEATH.

WALTERS.—At Tientsin, on August 7th, RICHARD ALAN WALTERS, infant son of Mr. and Mrs. F. R. WALTERS, of Shanghai.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 19TH, 1924.

CONDITIONS IN THE TWO KWANGS.

WITHIN the past week there has been another scare that the capture of Canton by General CHEN CHUNG-MING's forces is imminent, but the public has become so used to rumours of this character that they have ceased to regard them very seriously. It is worth mentioning in this connection, however, that according to a Peking news agency, General SUN CHUAN-FANG, the director-general of the Fukien-Kwangtung Frontier, has recently telegraphed to the Cabinet and to Marshal Wu Pei-fu that "Canton can be retaken from the hands of the Kuomintang Party by the expenditure of five million dollars," and he urges that a Northern military expedition should be despatched to Canton without further delay. We can well credit General Sun's statement that the combatant forces in Kwangtung are becoming exhausted by the long continuance of the conflict along the East River, and we dare say he may be justified in asserting that he could take

Kwangtung for the Central Government "if he were given strong support in munitions and money." That has always been a possibility if a force powerful enough were available for the purpose. How often have such reports gone to Peking during the past two years? We have been frequently told in the Press of large forces being dispatched to Kwangtung by Marshal Wu Pei-fu to strengthen the troops under the command of General CHEN CHUNG-MING, but they never seem to arrive within striking distance of the enemy. How much money the North has spent on the Kwangtung campaign is known probably only to Wu Pei-fu's military accountants. There is no news that the latest five million dollars asked for will be made available. The statement from Peking concludes with the quaint remark that "before accepting General Sun's proposals the Government is exchanging views with Loyang (Marshal Wu Pei-fu's headquarters) and with Nanking," about the general Chinese situation," which means, we suppose, that the two protagonists in Kwangtung will be left "to fight it out." On the whole the North seems satisfied that all things are slowly working in their favour in the two Kwang provinces.

"The timely intervention of Marshal Wu Pei-fu," we are told from Peking, has brought domestic peace to the province of Kwangsi and it is explained that in order to avoid strife in the future General SIEN HENG-YI has been made "Civil Governor" while General LU YUNG-TING will retain the Duchunship! The latter will remain at Kweilin, while the former will have his headquarters at Nanning, which has been made "the permanent seat of government for Kwangsi." Unfortunately for the hopes that domestic peace has been brought to the province of Kwangsi, we had recent news that one of SUN YAT-SUN's numerous forces had entered Nanning and taken possession. They may have been evicted the next day, or the following week, but definite information is lacking. There is a general impression, however, that conditions are more settled and more helpful to trade in Kwangsi now than they are in Kwangtung where there seems no prospect of any early improvement. On the contrary conditions are manifestly growing steadily worse.

The wedding of Mr. M. Reader Harris and Miss Turner, daughter of Judge Sir Skinner and Lady Turner, will take place at Weihaiwei on September 24th.

During the forty-eight hours ended the 17th inst. 6 cases of typhoid (all Chinese) were notified to the Medical Officer of Health. Two of these cases were in Victoria and four in Kowloon.

The P. & O. *Nordina* was delayed three days on her recent voyage from Hongkong to Shanghai, by a strong typhoon which made it necessary to turn the ship back in a southerly direction.

Owing to the non-appearance of the constable who was the official complainant against a Chinese charged at the Kowloon Magistracy yesterday in connection with a Trim society, the man was discharged, the Magistrate, however, informing him that, on a precedent established by Mr. Wood some time ago, he would be re-arrested later.

Under the able baton of Bandmaster W. F. Blake, the band of the 1st Battalion, the East Surrey Regiment, gave another enjoyable open air concert in Statue Square between 5 p.m. and 7 p.m. yesterday. All the items were heartily applauded by a considerable audience, many members of which, in the absence of chairs, reclined on the grass.

As the result of the discovery of arms on board the s.s. *Paul Lecat* on Sunday, two Chinese were remanded until this afternoon by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday. The first was charged in respect of three revolvers and 500 rounds of ammunition, said to have been concealed in a jar under a quantity of lemon peel, and the second was charged with possessing 24 cartridges and a dagger.

In commenting upon the return of Mrs. Wellington Koo to Peking after her visit to Singapore the native Press states that it is understood this lady has inherited a fortune of \$3,000,000 from her late father.

A Chinese passenger on the *Empress of Asia*, which arrived in port yesterday, has been arrested and charged with the possession of one revolver and 30 rounds of ammunition, all of which he had concealed in a feather pillow.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, Yau Yam, a Chinese constable, was charged with ill-treating two *mu-tai* belonging to him. It was stated by the police that the girls had been admitted to hospital as a result of their injuries, and that they were not likely to be out for a fortnight. The man was remanded, bail being allowed in \$2,000. An application by Mr. Russ for a smaller bail was refused.

At 6 a.m. on Sunday, six, then, two armed with revolvers and four with daggers, entered No. 13, Cat Chik Street, second floor, which is occupied by cattle dealers. They pointed revolvers at the occupants, ordering them to keep quiet, and ransacked the place in search of the key of the safe, which they were not able to find, however. They then attempted to break open the safe, but without success. Finally they decamped with \$60 which they took from the persons of the occupants.

Three male Chinese and one Chinese woman, all of whom had been several times remanded, faced Mr. R. E. Lindsell from the dock at the Central Magistracy yesterday afternoon, charged in connection with an unlawful society. Two men received sentence of 12 months' hard labour for organizing the society and canvassing for members, another was sent to gaol with hard labour for three months for assisting in the management, and the woman was fined \$30, with the alternative of two months in prison, for allowing the proceedings in her house. The rest were discharged, as they had not taken part in the ritual.

The Chinese Bankers' Association of Shanghai presented to Chien Nan-san, bank coolie, a gold medal as a token of their appreciation of his successful attempts to prevent the theft of \$6,000 from his person, as he was conveying it from one bank to another. It will be recalled that Chien was the leading character in the attempted daylight robbery on the Bund several weeks ago, when a well-educated Chinese youth, who had been viewing "crime" motion pictures, took a pistol, he said he found it, and stuffed silver foil covered pellets of paper into the barrel and chambers to resemble bullets. The plucky coolie-messenger has, in addition to the medal, been given six months' wages by his firm.

Sir Roderick Jones, Chairman of Reuter's was recently the guest of the London District of the Institute of Journalists when he related the impressions he had brought back from the Far East. A "strong impression" was made by Hongkong on his mind. Eighty years ago, he said, it was a barren rock off the mainland, when refugees from Canton made it their sanctuary. It was now the second largest port in the Empire, and from the point of ship tonnage, the greatest port in the world. It was a most wonderful example of British trade development and penetration, and the Citadel of British trade in the Far East. One could not see what had been done there without a feeling of extraordinary pride, and the conviction that whatever its detractors might say the British Empire was responsible for a very great achievement. It was a monument to British idealism, for its establishment and peaceful progress were primarily the result of trade. In the course of the next twenty years, when China had become more settled, British manufacturers, traders, and financiers must keep an eye on Hongkong and the Far East. That was his advice to them, and if it was a free advertisement for Hongkong he gave it without the slightest hesitation.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI COOLIE'S DEATH.

NO CASE AGAINST POLICE INSPECTOR.

SHANGHAI, August 18th.

The case against Inspector Dunne was dismissed on medical evidence being given to the effect that the coolie died from Bright's disease and opium poison.

[The coolie died after being slapped on the face by the Inspector.]

[BY COURTESY OF THE "DAILY BULLETIN."]

SHANGHAI MARKET REPORT.

SHANGHAI, August 18th.

The *N.Y. Daily News*, in its weekly market report, says that there has been a slight improvement in the markets during the past week, and piece goods were noticeably brighter. There has also been more doing in cotton and yarn. The produce markets remain quiet. The total business actually done by the indent firms was not great, but there were considerably more enquiries about, and Szechuan has been buying fair amounts.

At the auctions it was again a case of a better feeling generally, though the business actually done was nothing to boast about.

RACECOURSE NEAR SHANGHAI.

SHANGHAI, August 18th.

The ground has been broken for a new racecourse on a site in the Yangtzepoo district, within easy motoring distance from the city, on a plot comprising 600 mow.

The enterprise is being sponsored by the Eastern Recreation Club, of which General Ho Feng Ling is understood to be the moving spirit. The new track will be one and a quarter miles in length. It is anticipated that the first races will be held next China New Year.

JAPANESE DESTROYER REFOLOATED

TOKYO, August 18th.

The Japanese destroyer No. 4, which went aground at the entrance to Beppu harbour on the 5th inst., was refloated last night.

LEPERS IN THE PHILIPPINES.

PROTEST AGAINST CILION SETTLEMENT.

MANILA, August 18th.

More than 120 women relatives of the lepers of the Cilion colony broke into the House of Representatives during the morning session and petitioned for the freeing of the lepers from Cilion, or, at least, the improving of their lot.

The House suspended the session.

Speaker Roxas promised, his good offices towards a grant of their demands.

RUSSIAN LEGATION AT PEKING.

GENERAL AGREEMENT AMONG POWERS.

PEKING, August 18th.

The Italian Legation has received a favourable reply from the Italian Government, and it is expected that the Note drafted by Dr. Schurman in anticipation of all the Powers agreeing to the transfer of the former Russian Legation to the Soviet, will be forwarded to M. Karakhan early next week.

PAN CHEN LAMA'S SUITE.

VISIT TO PEKING.

PEKING, August 18th.

Two high officials of the Pan Chen Lama's suite arrived at Peking yesterday, after calling on Marshal Wu Pei-fu at Loyang, where they were well received. The Government have made elaborate arrangements for their accommodation.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

LONDON CONFERENCE.

WILSON'S BARGAIN WITH GERMANY.

GREATEST ADVANCE SINCE VERSAILLES.

LONDON, August 18th.

Mr. Stresemann's reference to "Satan's Conference" that he was hourly receiving showers of protests against signing the proposed agreement and Mr. Herriot's reply that he was also hurried under a similar avalanche illustrate the circumstances with which the two principals bargained in the final stages. The Germans pressed hard for concessions, for example a Government guarantee loan and the early evacuation of Ruhrort. The first point was met by the Allies, but the second was not. The Allies were not prepared to facilitate the success of the loan by every means short of an actual guarantee, and the last obstacle was removed when the French and Belgians, although reluctant to abandon the pivotal town, ultimately conceded the evacuation of Ruhrort and other minor sanctions to the Germans before September 1st. Mr. Herriot discreetly hinted at the possibility of a favourable review of the whole evacuation issue in the light of German behaviour in two months' time.

Finally arose the question of dyestuffs, on which the French, Belgians and Germans agreed, whereas Mr. MacDonald withheld his assent until he had consulted the experts, after which it was agreed that commercial treaties should be negotiated by all the Powers simultaneously on a basis of equality.

LONDON PRESS.

The tone of the London Press is one of restrained satisfaction, it warmly recognising that this is the greatest advance since the Versailles Conference, but it re-echoes Mr. MacDonald's words of Saturday that the work of pacification was now only beginning and calls attention to the complexities bound to arise over the enforcement of the Dawes Report also over more general questions like the readjustment of the individual Allies' proportions of the reparations.

The Liberal papers accuse Mr. MacDonald of weakness in consenting to the continued occupation of the Ruhr, but a more measurable note is the evidence of French good-faith which is contained in the official announcement that a number of towns will be evacuated to-day.

EFFECT ON STOCK EXCHANGE.

There was no material increase in business on the Stock Exchange on the signing of the agreement with Germany, but the markets are firm, with Allied and German stocks slightly higher. Foreign exchange rates, on the contrary, moved adversely owing to selling by the Continent.

AMERICAN SATISFACTION.

New York, August 18th.

All the morning papers greet the London Agreement as opening a new era in Europe, and particularly praise Mr. MacDonald and M. Herriot.

EARLIER CABLES.

NEWSPAPER COMMENT.

Paris, August 17th.

Commenting on the signing of the protocol at the London Conference, the newspapers generally take up the attitude that French opinion is prepared to wait and watch the results. It is remarked that M. Herriot has logically applied his ideas and marked a turning point in French policy. It remains to be seen whether the others will advance in the same direction.

EVACUATION COMMENCES.

Paris, August 17th.

It is officially announced that the French will evacuate the towns of Offenbourg and Appenweier on August 18th.

LATEST CABLES.

IRISH BOUNDARY DISPUTE.

MR. BALDWIN IN ULSTER.

LONDON, August 18th.

Mr. Baldwin, accompanied by Mr. Wicks, formerly Lord Carson's private secretary, spent the week-end in Ulster as the guests of Sir James and Lady Craig. They discussed the present situation with the Ulster Cabinet.

Mr. Baldwin left Belfast this morning after conferring with Sir J. Craig and the Ulster Cabinet yesterday on the boundary question. A large crowd bid him farewell at the station, which was decorated with Union Jacks.

At an address the railwaymen presented said that Ulstermen relied on his whole-hearted support in these trying times.

Mr. Baldwin, replying, dwelt on his interest in the railways, and mentioned that he had never been to Ireland before, and that he had enjoyed his visit. He responded to the cheers as the train left, shouting "Good luck to you all!"

INDIAN SWARAJISTS.

POORLY ATTENDED CONFERENCE.

CALCUTTA, August 18th.

An All-India Swaraj conference, presided over by Mr. Das, was poorly attended, only about half-a-dozen leaders, outside those from Bengal being present. Madras and the Punjab were entirely unrepresented. The congress concluded after resolving in favour of the establishment of a federation of Indian States. A private meeting of the party leaders was convened to discuss a communication from Gandhi to Nehru proposing a settlement of the differences of the two wings of the congress.

THE ITALIAN FLIGHT.

TRIP TO NORTH POLE PROJECTED.

REKOVIC, August 18th.

Locatelli has arrived from Hornaford and hopes to proceed with the American world flight possibly on Monday. He says that if he experiences insurmountable difficulties in Greenland he will return to Italy by the same route as the present flight preparatory to an Italian attempt to fly to the North Pole in 1925.

EARLIER CABLES.

ARGENTINIAN WORLD FLIGHT.

Buenos Aires, August 17th.

Zanni has left for Hanoi.

MURDER OF MRS. EVANS.

THREE MEN CONVICTED.

Mexico City, August 17th.

The trial of five men accused of the murder of Mrs. Evans has resulted in three being convicted and two acquitted of the crime, which is punishable with death.

LATEST CABLES.

MACLAREN IN CANADA.

WHY HE FAILED.

MECHANIC IN HOSPITAL.

PRINCE ROBERT (British Columbia), August 18th.

Squadron Leader MacLaren arrived aboard the traveler on his way to Vancouver. All are well except Sergeant Andrews, who is in hospital at Vancouver suffering from a nervous breakdown. MacLaren attributes all his difficulties to the delays owing to the accident to his machine in India, which made him a month late in reaching the fogs and storms of the north. He paid a warm tribute to the co-operation of the Canadian Government and the friendliness of the Russian officials. He doubted whether Zanni would be able to cross the North Pacific this season.

EARLIER CABLES.

WOMAN AS STATE CANDIDATE.

TO FIGHT THE K.K.K.

DALLAS, August 17th.

With Ku-Kluxism the main issue, Mrs. Muriel Ferguson has become a candidate for nomination to the Governorship of Texas. Many are rallying to her support because her principal opponent is Judge Robertson, of the Dallas District Court, who has not repudiated the allegations of his sympathy for the Klan. Mrs. Ferguson is believed to "have a fighting chance," and if she is successful will be the first woman State Governor in America.

THE SUMMER PALACE AGAIN.

A REPLY TO MR. K. C. TCHEN.

LONDON, August 18th.

I have read with great interest the article by Mr. K. C. Tchen in which he takes me to task for some of the views expressed by me in my memorandum on the subject of Mr. Li Hsieh-yang's recent attack on the Manchu Emperor and myself. I am not sure that the long-suffering public is sufficiently interested in the subjects at issue between us to tolerate a further statement from me, but I trust this is the last time I shall have to crave your patience and indulgence in connection with this rather arid controversy.

Mr. Tchen begins by questioning my statement that the Summer Palace is part of the "private property" of the Manchu House, which the Republic solemnly undertook to respect and protect. His views on this point seem to be directly opposed to those of his own Government. No attempt has ever been made by any President or Cabinet, since the establishment of the Republic, to deny the property rights of the Imperial House in the Summer Palace. On the contrary, those rights have been ungrudgingly recognised by the Government on many occasions. For example, some time ago the Imperial House on its own initiative raised the question of the ownership of the stream that flows from the Jade Spring to the Summer Palace; and it was decided, after a perfectly amicable discussion, that within the enclosure of the two Parks the stream belonged to the Imperial House, while the stretch between the Western water-gate of the Summer Palace and the east walls of the Jade Spring Park belonged to the Republic. In every case in which the Republic Government and the Imperial House have had occasion to discuss matters connected with the lands and houses occupied or administered by the Imperial House, including the Summer Palace, the status of the Imperial House as owner of such property has always been tacitly or explicitly recognised by the Government of the Republic. It seems rather late in the day for a private citizen of the Republic to call in question rights which his own Government has repeatedly admitted.

I may add that the Imperial House is of course saddled with the responsibilities, as well as endowed with the privileges, of proprietorship. As I pointed out in my Memorandum, the administration of the Summer Palace involves a heavy annual deficit. Obviously, if it were the Government that held proprietary rights in that property, the obligation to meet the deficit would fall upon the Government and not upon the Imperial House.

A LEGAL FICTION.

I am greatly surprised that so well-informed a lawyer as Mr. Tchen should have introduced that venerable piece of revolutionary propaganda about the whole Chinese Empire with all its lands and "everything growing or living on them" having been the "private property" of the Imperial Autocrat—a monstrous state of affairs which was happily terminated for ever by the establishment of a Republic which guarantees and maintains the rights of all its citizens. Mr. Tchen very well knows that when we speak of the ultimate ownership of all lands in China being vested in the Emperor, we are merely stating a legal theory which had obvious advantages from the point of view of the State and which hardly ever affected the rights of individual landholders. Under the Empire, as at present, China was pre-eminently a land of peasant-proprietors, and the farmers' proprietary rights, though technically limited by the ultimate ownership of the "Son of Heaven," were not interfered with except on the rarest occasions. The real limitations on the Chinese cultivator's proprietary rights came not from the Emperor but from the cultivator's own family or clan. Most Western writers on Chinese social life would, I think, agree with me that in spite of the Emperor's ultimate ownership of every inch of the soil, Chinese landholders were less hampered by State interference than the landowners of any country in Europe. I have very frequently heard Chinese farmers complaining of the restrictions and limitations imposed upon them by the fact that the family land-rights are vested in the family rather than in the individual, but I never heard a Chinese cultivator complaining of any inconvenience arising from the legal fiction which vested the ultimate ownership of his land in the Emperor. Here I will leave a subject with which I deal rather fully in a book entitled "Lion and Dragon in Northern China." I will only add that Mr. Tchen gravely misunderstands my position if he supposes that when I refer to the Summer Palace as part of the "private property" of the Manchu I am alluding to the old legal fiction (which of course long antedates Manchu rule in China) of the Emperor's ultimate rights over all the soil of the Empire.

Secondly, Mr. Tchen questions the correctness of my view that the Imperial House would be justified, in certain circumstances, in developing some of the commercial possibilities of the Summer Palace. On this subject he must agree to differ, and in any case the matter is of no practical importance. As the rumours about extensive commercial exploitation were untrue.

Thirdly, Mr. Tchen discusses the question of a Manchu restoration and informs me that such a event is still possible. It may be so, just as all kinds of improbabilities are "possible." This does not justify either Mr. Li Hsieh-yang or Mr. K. C. Tchen in publicly stating or suggesting that the Manchu Emperor "longed for" the restoration of the dynasty or that his British Tutor shares those longings and is engaged in inciting his imperial pupil to realise them. Surely Mr. Tchen must see that such statements, if allowed to go unchallenged, are likely to be regarded by a large section of the public as based on fact, and might easily lead to a new anti-Manchu agitation with results not only harmful to the interests of the Imperial Family but also most damaging and disastrous to the good name of the Republic.

I am glad to see that there is little or nothing in Mr. Tchen's article to justify the thought that he has any wish to injure the young Manchu Emperor in any way; but unfortunately the same cannot be said of Mr. Li Hsieh-yang's attacks, which seem to me to be very obviously inspired by a desire to stir up public feeling against the Manchu House. In this view I may be wrong, but I fail to see how we can otherwise explain the studied discourtesy of Mr. Li's references to the Manchu Emperor, not only on this occasion but on several previous ones.

Fourthly, Mr. Tchen finds fault with me declaring that even if the Summer Palace had never been rebuilt the result of the China-Japan war would have been the same. Perhaps I expressed myself too dogmatically on this point. I therefore take this opportunity of amending my remarks on this subject by saying that in my opinion (which may be totally without value and erroneous) the building of the Palace made no practical difference to the final result of that war.

HISTORY OF THE PALACE.

I may add that I purposely referred to the "rebuilding" of the Summer Palace, because it is not as well known as it should be that the Palace was not a new creation by the Empress Dowager but a partial reconstruction of a palace that existed long before her time. The destruction of the Yuan-ming-yuan, Ch'ing Yi Yuan, and Ch'ing Ming Yuan by the French and British troops in 1900 had left the Manchu Court without a habitable summer residence in the vicinity of the capital. Naturally and inevitably the need for such a summer residence was severely felt by the Manchu Court; and though the money spent on the buildings may have been excessive in view of the straitened condition of the country's finances, it is well to bear in mind that the Empress Dowager only reconstructed a portion of the buildings which had been destroyed by the Emperor K'ao Tsung (Ch'ien Lung). It was in 1751 that the original palace was completed by that Emperor and given the name of Ch'ing Yi Yuan. This name remained unchanged until 1888, when the Emperor Dowager, on completing her work of partial restoration, altered it to Yi Ho Yuan, the name which the property still bears.

Mr. Tchen concludes his article by telling us that "Many Chinese understand that Mr. Johnston was an active member of the British Consular Service in China, and that, when his Minister in Peking was recommending him to the Manchu Imperial Household at Tutor to the young Emperor, the other Legations got alarmed and each presented a bright candidate." I fear that "many Chinese," if this is what they "understand," have been grievously misled. In the first place, I never was a member of the British Consular Service; in the second place, I was not recommended to the Manchu Imperial Household by the British Minister but by a well-known Chinese diplomat and by the President of the Chinese Republic. With regard to the third point, I can only say that I never heard of any "alarm" being felt or expressed by any Legation as a result of my appointment, and that the various Legations will probably be highly amused to learn from Mr. Tchen that they are believed by "many Chinese" to have competed with one another for the honour of providing his Majesty with a foreign Tutor. Mr. Tchen himself seems to have misgivings as to the accuracy of these allegations, for he says that if he has been misinformed he offers his apologies in advance to all concerned. So far as the matter concerns me, his apologies are most readily accepted, and I have no desire to "rub it in." But in view of his doubts as to the accuracy of his information, and the apologies tendered by him in advance, it was surely improper for him to add that "the wise diplomacy of the Great Powers thought it worth while to sacrifice the valuable services of a public servant for a possible future advantage in a restored Manchu Empire." As his facts are erroneous, the theory he built on those alleged facts is obviously not worth discussing.

R. F. JOHNSTON.

The Summer Palace, August 10th, 1924.

LEASES AT CHINA TREATY PORTS.

Following is the *Hansard* report of the references made in the House of Commons on July 16th to the Crown lease question in the "China Treaty Ports," which formed the subject of a Reuter's cable at the time:—

Mr. Jowett, First Commissioner of Works (Bradford, E.), replying to Mr. Foot Mitchell (Salfron, Walden, E.), said:—It is the case that the original leases of land acquired in China treaty ports were granted to the British Government in perpetuity. The sub-leases, however, were granted to British firms on 99 years' tenure on ordinary commercial terms and not for the purpose of convenience and the price paid by the firms was based on this tenure. A scheme for the renewal of the leases has been approved by the Government, who are satisfied that the terms offered are fair and reasonable.

Mr. Foot Mitchell asked whether, in view of the great importance of the matter to the British firms concerned, the right hon. gentleman would receive a deputation.

Mr. Jowett said that 64 per cent. of the leaseholders had expressed their willingness to accept the new terms. Only 61 per cent. were opposed. The remaining 35 per cent. had said nothing. What the 61 per cent. of the leaseholders asked for was that they should be given a free gift of £20,000 a year. They had bought their land under 99-year leases, and now wished to turn their leases into perpetuity. That he could not agree to.

Mr. A. M. SAMPSON (Farnham, E.) asked whether the right hon. gentleman would allow him to bring a deputation to show that he had been misinformed.

Mr. Jowett: I will see any deputation; but there is no question of altering this decision. (Hear, hear.)

DESERTED HUSBAND AND CHILDREN AT TIENTSIN.

DECREE FOR RESTITUTION OF CONJUGAL RIGHTS.

At H.M. Provincial Court at Tientsin on the 9th inst., Judge Grain heard a suit by Frederick A. Fairchild for a decree of restitution of conjugal rights against his wife, Ethel Mary Fairchild. Respondent did not appear and was unrepresented.

Mr. P. H. B. Kent, for petitioner, said the parties were married at Walthamstow, Essex, on January 6th, 1913, respondent's maiden name being Harris. There were four children, of whom three were now living, born, respectively in 1915, 1916 and 1921. The first child, born in January, 1914, died in June, in October, 1923, the respondent refused cohabitation, and still refused.

Mr. Fairchild was called and stated that he had begged his wife to return. She was now staying at the Astor House Hotel and had intimated her intention to leave China. She wrote asking him to divorce her, as she had decided to leave him. She wrote that she was sorry for any unhappiness she had caused him and hoped that later on he would find a wife who would restore his happiness.

Petitioner replied appealing to his wife for the sake of the children. She wrote, back saying she was sure the children would be well looked after by him, and that she was sorry, but could not continue as his wife.

His Lordship inquired whether the respondent had been served with a writ to appear.

Mr. Kent said she had been duly served by Mr. McVeigh, the Consular constable, at the Astor House.

The Judge granted the application and made an order for restitution.—*North-China Sunday Times*.

FLOODS IN FORMOSA.

HEAVY DAMAGE AND GREAT LOSS OF LIFE.

More than 700 persons are known to have been killed or injured and 10,000 houses were washed away in the flood which swept Taihoku, Formosa, state detailed reports which have just reached Tokyo. In the suburbs of Taihoku alone more than 2,000 were destroyed. Six hundred persons there were injured and about 60 are believed to have been drowned. The Formosa Government has decided that those in Government service must contribute one per cent. of their salaries for relief purposes. It also has opened a general relief fund to which the citizens of Taihoku and other cities in North Formosa have been urged to contribute. It is hoped to raise ¥20,000 by the end of August.

INDIA'S SOCIAL SYSTEM.

THE OLD ORDER CHANGING.

An interesting paper on "The Mystery of Stereotyped Customs in India," was read by Pandit Shyam Shankar, at a meeting of the East India Association held on July 14th at the Caxton Hall, Westminster, under the chairmanship of the Earl of Ronaldshay.

The lecturer said that nowhere in the world had religion been so tolerant and customs so elastic as in ancient India. Underneath the surface waves or ripples of change Indian life had remained materially unchanged for ages, and was the living museum of the primitive customs of the original Aryan stock. How was it that when ancient Egypt, Greece, and Rome were no more India still stood with prehistoric rituals, and many other practices renounced long ago by all other branches of civilised Aryans. The mystery was intensified when we found that the most vigorous campaigns against the caste system had only resulted in tightening its grip, and that the strongest opposition came from those who sought to liberate. The explanation fell under two heads: the mental and economic conditions. The educated Hindus were preoccupied, however, for a material change in the caste system, and in some cases were mixing freely with the educated members of the untouchable castes.

In the discussion which followed Mr. chi Iwara Saran expressed the opinion that the secret of the force and stability of Indian society was the genius which enabled it to take new customs and Indianize them. He believed that Hindu society was prepared to take a great step forward, and that in a very short time the complaint of the depressed castes would have disappeared. High-caste Hindus had recently eaten in public with the depressed castes, and their action had been approved. On a recent occasion thousands of Hindus had drunk water out of the same cup as Mohammedans, and had been applauded by the community.

Lord Ronaldshay said that he thought it was too optimistic a view to take that the depressed classes would soon be a thing of the past, although the stage of advancement varied in various parts of India. No doubt the rigidity of the old system was disappearing, but why should India be in such a hurry to change her social system? Were he an Indian he would be proud of the fact that he was an heir to a system which had come down through thousands of years, immune from disintegrating influences from without. India should think whether it would be wise to effect a revolution in a social system which had suited the needs for so long.

£10,000 NEWSPAPER COMPANY.

ANOTHER DEVELOPMENT IN HULTON'S.

A fresh development of newspaper finance is the registration as a public company, as shown by Jordan's Daily Register, of the *Daily Sketch* and *Sunday Herald*, Ltd. The nominal capital is £10,000, in ordinary shares of £1 each. A public issue of capital is anticipated. This registration marks another phase in the quickly-changing history of the Hulton Press. Bought by the Daily Mail Trust, Ltd., in the autumn of last year for £2,000,000, the Hulton undertaking has since been divided into three branches. After the purchase of the *Daily Standard*, one of the Hulton papers was sold to a separate company for £250,000, the Daily Mail Trust holding 19 per cent. of that company's capital.

Early this year Allied Newspapers took over the Manchester assets and newspapers and periodicals of E. Hulton & Co., Ltd., for a cash payment of £4,000,000 and £1,500,000 debenture stock of the company.

This deal did not involve the remaining Hulton papers published in London, namely the *Daily Sketch* and *Sunday Herald*, which their owners, the Daily Mail Trust, Ltd., have now registered as a separate public company.

THE THIRD "R."

BOYS BETTER THAN GIRLS AT ARITHMETIC.

A curious fact is brought out in a report by an expert Departmental Committee on the teaching of arithmetic which came before the Education Committee of the London County Council recently.

Dr. F. H. Spencer, the L.C.C. Chief Inspector of Schools, in summing up the report, states that it settles definitely that, in arithmetic tests, boys must be expected to obtain results ten per cent. better than girls. This is not due to inferior teaching in girls' schools; in fact there is nothing to show that women teachers are inferior to men as teachers of arithmetic, nor is it due to a smaller amount of time given by girls than by boys to arithmetic.

The explanation of the difference in arithmetical attainments by boys and girls, the report states, "does not seem susceptible of a simple explanation. It may be a sex difference." Dr. Spencer thinks it points definitely to such a conclusion. "It may be due to different conditions under which boys and girls live, the girls being kept more secluded at home, the boys enjoying a more independent and adventurous life which may tell when it comes to the tackling of a problem in arithmetic, or it may be that the greater interest in the subject felt by boys plays an important part."

£215 FOR A KIPLING.

A remarkable price for a Kipling first edition was paid at Hodgson's auction rooms, Chancery-lane, when a small volume of "Schoolboy Lyrics" was sold for £215.

The volume, one of 10 printed in Lahore in 1881, consisted of only a few sheets containing 20 poems, in a thin paper wrapper. Kipling was only 16 when he wrote the poems.

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BRITISH SHIPPING.

VISCOUNT INCHCAPE'S VIEWS.

The penultimate meeting of the World's Conference on Power at the British Empire Exhibition was divided on July 10th into three sections, at which power for rail and water transport, technical and commercial, education and standardisation were discussed. In all over 300 papers dealing with power in all its phases, utilities, and applications have been considered during two weeks' sessions by the representatives of between thirty and forty nations. To-day there will be a review of the seasonal activities, and consideration of future possibilities, and it is not improbable that resolutions dealing with these aspects, to be submitted to the League of Nations, will be discussed. At one of the meetings on that day Prof. Luigi Lombardi (Rome) received a cable from America announcing the death of Mr. Benjamin G. Lamme (the Westinghouse Company). Mr. Lamme had contributed to the conference a paper on American Power Station Electrical Equipment. That was his last contribution to the science of engineering. The delegates stood at a mark of their sorrow and regard.

NOT STANDARDISED SHIPS.

Viscount Inchcape, in a paper on "Shipowners and Shipbuilders," said that it was in the essence of efficient shipbuilding that orders for ships should be forthcoming with more or less regularity. Especially was this the case in the passenger trades of the great lines. Efficient shipbuilding made for efficient shipbuilding and efficient shipbuilding for commercially successful shipbuilding. The two things must continually act and react. Having dealt with the influence of trade on ship types and the processes of evolution, he stated that the chief function of the shipowner, if he was to get the best value out of his relations with the shipbuilder, was a digestive one. It was up to him to accumulate data from voyage to voyage, to determine how much of that which was new in the way of ideas could be usefully applied, to reject that which was not germane to profitable and efficient running, and to pass on the selected data to his ship designer and shipbuilder. The paramount consideration of the owner must be that the ship should be capable of earning her living. There were responsibilities which the owner and the builder must, for better or for worse, shoulder together. The projection of a group of expensive steamers of uniform type, which might involve an expenditure of millions of pounds, demanded in the most fortunate circumstances from owner and builder alike a certain quality of courageous judgment and not a little imagination, beyond the basic attributes of knowledge and experience. As to design and construction, the younger men, he said, were eager and able to grasp the opportunity, and to-day there were a number of sufficiently striking examples. Should types of ships be standardised? It was practised to a limited extent, but under ordinary circumstances there was nothing to recommend the mass production of standardised ships. That was a method which might be described as the Communism of ship construction, and Communism might be likened to a race in which, theoretically, all competitors came in first, with no prizes. A properly constituted mercantile marine, or a properly constituted human society, must be productive of types of individual excellence in their particular walk of life, whether they be ships or men. Britain was the birthplace of the mechanically propelled ships, and here had been generated all the best practices of the engineer and the naval architect. It must never be forgotten, however, that neighbouring races had time and again shown their capacity to receive British ideas in shipbuilding and to improve upon them. But the British had shown themselves—there were notable instances during the war—capable too, of assimilating the creations of clever foreign brains and, in no long time, of going one better, and there was no reason why we should not do this in the matter of technical schooling. Elementary science in our primary schools, of whatever type, and technical study in our secondary and public schools, were to-day receiving a measure of attention greater than ever before, and this process must continue and expand if we were to regain our old place in the world. It seemed of the first importance that out great shipyards and steel works should continue to keep an eye upon what their neighbours abroad were doing in the way of discovery and invention.

OIL COME TO STAY.

A series of twelve papers on marine transport in Britain, arranged by Mr. F. A. Hook, the editor of *Blue Peter*, represented the contribution of Britain, and it was noteworthy in many ways chiefly in the indication it gave of recent changes in the design and construction of ships, in the utilisation of lower fuel costs and higher speeds in propulsion, in the gradual influx of the Diesel engine into shipbuilding, even of the highest type of vessel, and the position of electric propulsion. The outstanding movements and problems in the shipbuilding industry were indicated, not as highly intricate technical studies clear only to the designer and the engineer, but as broad issues affecting policy and even finance.

Mr. F. J. Leathers, whose contribution was "Fuel and their supplies for sea transport," remarked that oil had come to stay, and said that it was surely time that public bodies should recognise this fact by removing those anomalies in their regulations which tended to restrict usefulness. Oil fuel was not dangerous if properly handled and stored.

Mr. J. C. W. Reith had a paper on "The Influence of Broadcasting," and submitting that, rightly guided, developed, and controlled, broadcasting might become one of the most potent world influences, and particularly so in the sphere of education.

WEATHER REPORT

August 18th at 17.38.—Warning to Hongkong, Coast Ports, etc.—A severe typhoon within 60 miles of Lat. 23 deg. N. Long. 130 deg. E., stationary or very slow.

August 18th at 17.43.—Pressure has decreased very considerably at Oshima, and slightly over the China coast and the Visayas; it has increased moderately over N. Luzon and the Bonins.

The typhoon appears to be situated in the immediate vicinity of Oshima. It is probably moving slowly N.W. or N.N.W.

Manila warnings: Typhoon in Lat. 20 deg. N. Long. 130 deg. E., moving N.W. Recd. 18d. 12h. 33m.

Hongkong rainfall for the 24 hours ending at 12 hours, Aug. 18th, 0.00 inch. Total since January 1st, 79.31 inches, against an average of 64.86 inches.

The forecast for the 24 hours ending at 12 hours, Aug. 19th is as follows:—

District Forecast

Hongkong to Gap Rock S. or variable winds, light to moderate, fair.

Formosa Channel do. do.

South coast of China between Hongkong and Lamooks do.

South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 18th.

Previous On Date On Date

Day at 2 p.m. at 8 a.m. at 2 p.m.

Barometer ... 29.64 29.53 29.60

Temperature ... 87 79 87

Humidity ... 74 71 72

Wind Direction ... W. (Value W.)

Force ... 3 0 2

Weather ... b. c. e

Rain ... 0.02 0.00 0.00

Highest open-air temperature on 17th ... 88

Lowest open-air temperature on 18th ... 79

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels in English Feet at 10 A.M. 1924.

Place of Observation.

Washow, W. River

Kong moon, W. River

Likungsho, N. River

Shinchoo, N. River

Samsai, N. River

Shenking, E. River

Falling.

Engineer-in-Chief.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* arrived at Shanghai on August 17th at 2.30 p.m., left the same day at 10 p.m., and is due at Kobe on Wednesday, August 20th, at 6 a.m.

The P. & O. s.s. *Sieita* left Shanghai for this port on the 16th inst. at 11.30 a.m., and is due here on the 19th inst. at about 6 p.m.

The S.I.L. s.s. *Arden* will arrive in Hongkong on Saturday, the 23rd inst., and will sail for Shanghai the following morning at daylight.

The s.s. *Glaucon* (Blue Funnel), from Liverpool, left Singapore on the 15th inst. for this port, and is due here this afternoon.

The s.s. *Protestant* (Blue Funnel), for Pacific port, left Manila on the 17th inst., and is expected to arrive here to-day.

The s.s. *Lion* (Blue Funnel), for Genoa, Marseilles, Liverpool and Glasgow left Shanghai on the 17th for this port, and is due here on the 20th inst. She will be despatched at noon on the 21st.

The s.s. *Eumenis* (Blue Funnel), from Liverpool, left Singapore on the 17th inst. for this port, and is due here on the 21st.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.			
RANGOON via SWATOW	"HOPSANG"	Tuesday, 19th Aug. Noon.	
TSINGTAU via SWATOW	"WAISANG"	Wednesday, 20th Aug. 10 a.m.	
SHANGHAI	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
SANDAKAN	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
ANTUNG via SWATOW	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
SHANGHAI	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
MANILA	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
TIENSIN	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
HAIPHONG via HOIHOW	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
STRAITS & CALCUTTA	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
TSINGTAU via SWATOW	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
SHANGHAI	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
SEANGHAI via SWATOW	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
MANILA via AMOY	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
KOBE	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	
HAIPHONG via HOIHOW	"HINSANG"	Wednesday, 20th Aug. 1 p.m.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 3,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken up through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chafoo.

RANGOON LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about

Tuesday, 26th August, 3 p.m., for SINGAPORE, PENANG

& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT

SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	In Port	"GLENBEG"	21st Aug.	21st Aug.
"GLENOGLE"	3rd Sept.	"PEMBROKE"	15th Sept.	15th Sept.
"GLENLANDA"	23rd Sept.	"GLENIFFER"	29th Sept.	29th Sept.
"GLENSEAN"	7th Oct.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 8595.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"ARGUN MARU" (Calls at Aden) ... Friday, 26th Sept.

"ALTAI MARU" ... Friday, 5th Sept.

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"SEATTLE MARU" ... Friday, 12th Sept.

BOMBAY via Singapore and Colombo.

"CELEBES MARU" ... Wednesday, 20th Aug.

"HONOLULU MARU" ... Thursday, 4th Sept.

BANGKOK, SAIGON via SINGAPORE.

"BUSHO MARU" ... Monday, 1st Sept.

CALCUTTA via Singapore & Rangoon.

"INDO MARU" ... Tuesday, 26th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ABABIA MARU" ... Friday, 26th Sept.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" (From Kobe) ... Wednesday, 18th Oct.

JAPAN PORTS.

"GANGES MARU" ... Thursday, 27th Aug.

"SEBUNO MARU" ... Thursday, 28th Aug.

KEELUNG via SWATOW & AMOY.

"KAIJO MARU" ... Sunday, 24th Aug. 2 p.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 28th Aug. 10 a.m.

TAKAO & KEELUNG

For further particulars please apply to—

OSAKA SHOSEN KAISHA.

Telephone Nos. 4088, 4089, 4090.

K. SHIMA, Manager.

THE EAST ASIATIC CO., LTD.

COPENHAGEN

The M/S. "AUSTRALIEN"

will be loading for DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 15th September, 1924.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Asia"	30th August	—
M/S. "Java"	20th September	—
M/S. "Chile"	10th October	—
M/S. "Africa"	6th November	—
M/S. "Malaya"	10th December	—

Subject to change without notice.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

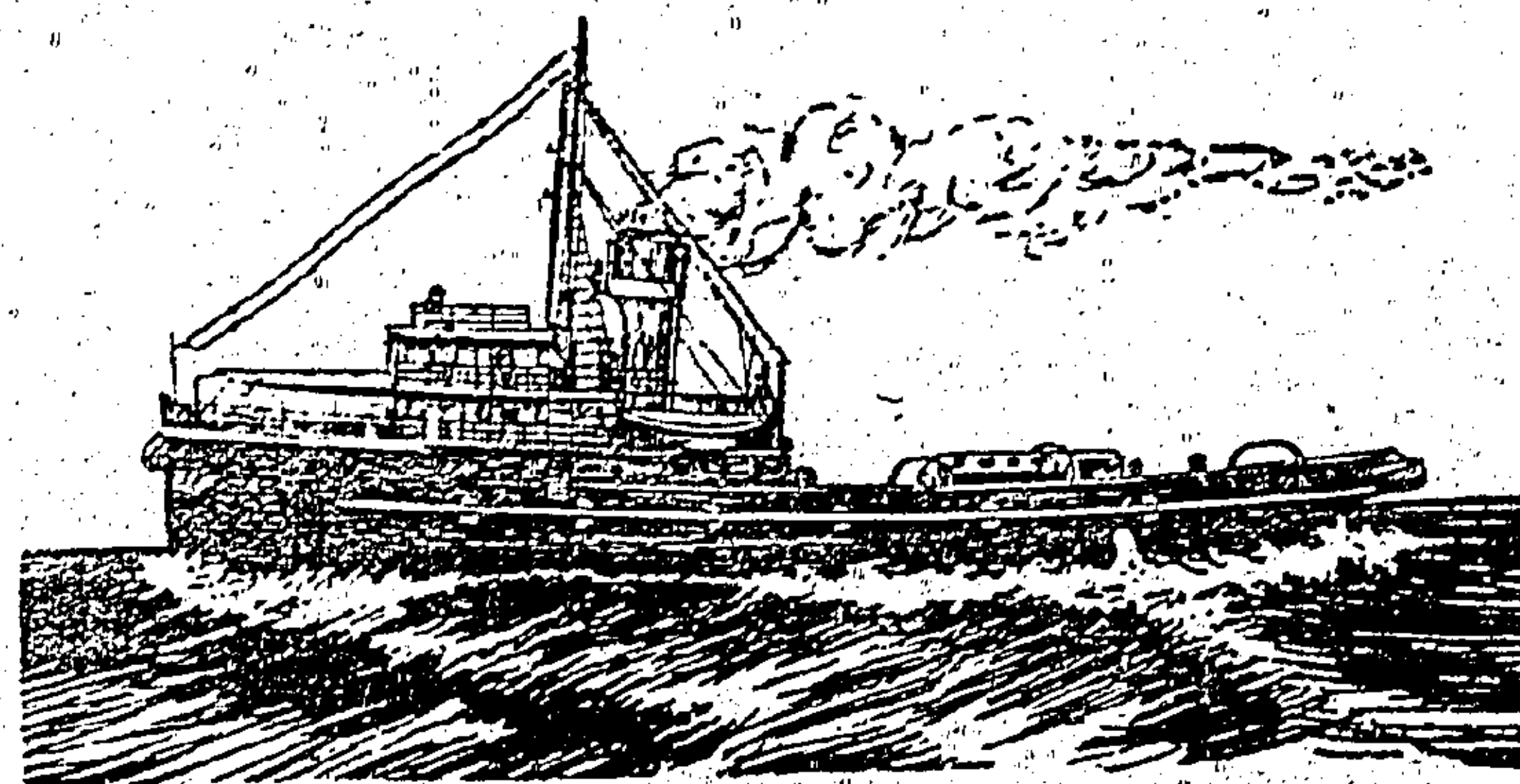
Agents

The HONGKONG & WHAMPOA DOCK Co., Ltd.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165 R.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, sea, 150 ft and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

H. M. DYER, B.Sc., M.I.N.A. HONGKONG DOCK HONGKONG.

SHIPPING NEWS

ARRIVALS.

August 17th.
Albatross from Japan, 1,225 tons, Capt. T. Furukawa, from Kaituma, with a cargo of coal, lying at buoy No. 67—Suzuki & Co.
Haitung from British str., 1,335 tons, Capt. J. S. Thomson, from Saigon, with a cargo of rice, lying at buoy No. 62—Yuen Sang Fat.
Haitung from Chinese str., 1,202 tons, Capt. W. G. H. Smith, from Shanghai, with a general cargo, lying at Aberdeen—C.M.S.N. & Co.
Les Elys from French str., 701 tons, Capt. Le Chevalier, from Haiphong, with a general cargo, lying at buoy No. 61—Kai Yee.
Pointe from Chinese str., 315 tons, Capt. Fan Mu, from Kwangchow, with a general cargo, lying at C.M.S.N. & Co.
President from American str., 2,100 tons, Capt. C. J. O'Brien, from New York and Shanghai, the former port she left on June 26th, and the latter on August 10th, with a general cargo, lying at Kowloon wharf No. 1—Robert Dollar & Co.
Seachon from British str., 1,321 tons, Capt. E. Monks, from Shanghai, with a general cargo, lying at buoy No. 62—B. & S.
Takuma from Japanese str., 1,254 tons, Capt. T. Hiyakari, from Kaituma, with a cargo of coal, lying at buoy No. 63—Y.K.K.
August 18th.
Chukuma from Japanese str., 1,275 tons, Capt. S. Furukawa, from Haiphong and Hobei, with a general cargo, lying at buoy No. 62—Y.K.K.
Dodon from Japanese str., 981 tons, Capt. S. Choto, from Kaituma, with a cargo of coal, lying at buoy No. 63—Y.K.K.
Empress from British str., 885 tons, Capt. L. D. Douglas, from Vancouver and Shanghai, she left Vancouver on July 31st, with a general cargo, lying at Kowloon wharf No. 3—C.P.S. Ltd.
Haitung from Chinese str., 771 tons, Capt. H. Tait, from Kaituma, with a cargo of coal, lying at buoy No. 64—Shiraseki.
Kyuma from Japanese str., 1,291 tons, Capt. J. Horike, from Daikoku, with a general cargo, lying at buoy No. 62—M.B.K.
Seachon from British str., 1,321 tons, Capt. E. Monks, from Shanghai and Swatow, with a general cargo, lying at buoy No. 62—B. & S.
Waikong from British str., 1,170 tons, Capt. Killen, from Shanghai and Swatow, with a general cargo, lying at West Point wharf—J. M. & Co.
West from American str., 3,624 tons, Capt. C. H. Winnett, from Manila, with a general cargo, lying at buoy No. 65—Struthers Barry.

CLEARANCES.

August 17th.
Amherst for Hobei.
Halifax for Swatow.
Olderick for Manila.
Peking for Shanghai.
Saratoga for Sourabaya.
Takuma for Canton.
Yaku for Shanghai.
August 18th.
Albatross for Canton.
Bintang for Swatow.
Flint for Chinwangtao.
Haitung for Canton.
Hydrangea for Swatow.
Kalgan for Swatow.
President for Shanghai.
Seachon for Manila.
Typhoon for Singapore.
Waikong for Fochow.
Seachon for Amoy.
Tammy for Hobei.

PASSENGERS.

ARRIVALS.
 Per Dollar s.s. *President* from New York, via ports, on August 18th: Mr. H. H. Bais, Mr. N. Concoff, Miss Buva Majors, Miss Grace Elliott, Mr. M. W. Rankin, Miss H. Stallings, Mr. E. D. Carter, Mr. J. G. Owen, Mr. F. J. Woodward, Master D. B. Woodward, Master L. E. Woodward, Mr. J. Gardner, Mr. J. G. Owen, Mrs. F. J. Woodward, Master Frank Woodward, Mr. T. B. Wilson, Miss L. Bullock, Miss M. Best, Dr. J. Chandler, Dr. B. E. Washburn, Dr. M. S. Witter, Miss Olive Shields, Mr. J. Chandler, Mrs. B. E. Washburn, Miss Lila Wyman, Mr. T. F. Webb, Miss Lucille Hodgins, Mrs. G. Killian, Mr. Jas. M. Cann, Miss G. Killian, Mr. G. Killian, Master G. Killian, Mr. John McCann, Mr. C. A. Perkins, Mrs. M. I. Breaker, and Mr. H. E. Gilmore.
 Per R.M.S. *Empress* from Asia, on August 18th: For Hongkong: Dr. H. E. Blunt, Mr. A. Brooks, Mr. Y. C. Buchanan, Mr. C. H. Benson, Mrs. E. B. Clark and infant, Mr. E. N. H. Castro, Mrs. Chey Nai Sing, Mr. S. P. Chai, Mr. N. Currie, Mr. C. Z. Dunn, Mr. J. Harris, Mr. H. L. Ho, Mr. L. O. Kwok, Dr. Z. Y. Kwok, Mr. and Mrs. J. M. Kerr, Mr. J. M. Kerr, Mr. J. Kinnaird, Mr. and Mrs. G. Lund, Mr. T. P. Lo, Mr. C. H. Lin, Mr. Y. M. Lin, Mr. W. J. McKewen, Mr. B. Roja, Mr. G. T. Squire, Mrs. C. Thwaites, Miss Y. Thwaites, Mr. M. O. Weaver, Mrs. L. Yu, Mrs. S. J. Yu and son, Mrs. M. Brannan, Mr. W. P. Chan, Dr. S. C. Chia, Mrs. S. L. Chow, Miss G. L. Chow, Mrs. Chan See and infant, Mr. A. Hand, Mr. A. Hui, Mr. J. T. Hui, Mr. Ho Fung See, Mr. L. B. Hodelson, Mr. F. A. Kemp, Mr. P. K. Leung, Mr. Y. T. Liu, Mr. T. P. Lai, Mr. G. W. Lamb, Miss E. Lamb, Mr. Liu Ling Bze, Mr. and Mrs. J. Peacock, Miss B. J. Patterson, Mr. A. Sydes, Mr. K. H. Tam, Miss M. Taylor, Mr. S. L. Wong, Mr. S. Waygood, Mr. T. Wong, Mr. E. T. Wong, Miss D. Wong, Mr. Yuen Hsia Hing, Mr. W. T. Yang, Mr. Zung Zung Zue, Mrs. C. K. Kang, For Manila: Miss B. Y. Anderson, Mrs. I. M. Carver, Mr. R. E. Emerson, Miss E. A. Hackett, Mrs.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept.
New York & Boston	Colbie Prince	Bra.	Prince Line	On 1st Sept.
Boston & New York via Suez	Bullephon	Bra.	The Bank Line, Limited	On 1st Sept.
San Francisco via Strait & Jap. Ports & H.L.	President Wilson	Am.	Pacific Mail S.S. Co.	On 1st Sept. 4 p.m.
San Francisco, &c.	West Jester	Am.	Strathairn & Co.	On 1st Sept.
Victoria & Vancouver, B.C., via Shanghai, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 1st Sept.
Victoria, Seattle & Vancouver via J. Ports	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 30th inst. 11 a.m.
Victoria, Seattle & Vancouver, &c.	Arakia Maru	Jap.	Ozaka Shosen Kaisha	On 30th inst.
Seattle & Victoria, via Strait, Korea & Yokohama	Protestant	Brit.	Butterfield & Swire	On 23rd inst.
Manila, London & Antwerp	Presid. Jefferson	Am.	Admiral's Line	On 19th inst.
Manila, &c.	Manila	Brit.	P. & O. S. S. Ltd.	On 23rd inst. Noon
Manila, &c.	Paul Lecky	Am.	Messageries Maritimes	On 7th Sept.
Manila, &c.	Andre Lebon	Am.	Messageries Maritimes	On 14th Sept.
Manila, &c.	Kilano Maru	Jap.	Nippon Yusen Kaisha	On 23rd Sept.
Manila, &c.	City of Baghdad	Brit.	The Bank Line, Ltd.	On 27th inst.
Manila, &c.	Ision	Brit.	Butterfield & Swire	On 21st inst.
Manila, &c.	Schlesien	Ger.	Molchers & Co.	On 10th Sept.
Manila, &c.	Adriatic	Brit.	Butterfield & Swire	On 15th inst.
Manila, &c.	Agua Maru	Jap.	Ozaka Shosen Kaisha	On 5th Sept.
Manila, &c.	Glabeg	Brit.	Java-China-Japan Line	On 21st inst.
Manila, &c.	Boston	Dut.	Hunter, Bruckman & Co.	On 21st inst.
Manila, &c.	Albert Voyler	Gor.	Nippon Yusen Kaisha	On 21st inst.
Manila, &c.	Ali Maru	Jap.	Nippon Yusen Kaisha	On 21st inst.
Manila, &c.	Laing	Brit.	Jardine, Matheson & Co. Ltd.	On 21st inst.
Manila, &c.	Takada	Brit.	P. & O. S. S. Ltd.	On 19th inst. 3 p.m.
Manila, &c.	Sardinia	Brit.	P. & O. S. S. Ltd.	On 4th Sept.
Manila, &c.	Sidra	Brit.	P. & O. S. S. Ltd.	On 21st inst.
Manila, &c.	Van Cloon	Dut.	Java-China-Japan Line	On 7th Sept.
Manila, &c.	Van Cloon	Dut.	Dodwell & Co. Ltd.	On 27th inst. 4 p.m.
Manila, &c.	Hochow	Brit.	Butterfield & Swire	On 21st inst.
Manila, &c.	Yamashita Kisen Kaisha	Jap.	Yamashita Kisen Kaisha	On 21st inst.
Manila, &c.	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	On 21st inst.
Manila, &c.	Hinsang	Jap.	Jardine, Matheson & Co. Ltd.	On 20th inst. 1 p.m.
Manila, &c.	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 21st inst.
Manila, &c.	Eastern	Brit.	P. & O. S. S. Ltd.	On 27th inst.
Manila, &c.	Taiyuan	Brit.	Butterfield & Swire	On 28th Sept.
Manila, &c.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 28th inst.
Manila, &c.	Washibing	Brit.	Jardine, Matheson & Co. Ltd.	On 28th inst. 10 a.m.
Manila, &c.	Kashmir	Brit.	P. & O. S. S. Ltd.	On 5th Sept.
Manila, &c.	Kaiser-I-Hind	Brit.	P. & O. S. S. Ltd.	On 22nd inst.
Manila, &c.	Soudan	Brit.	P. & O. S. S. Ltd.	On 8th Sept.
Manila, &c.	Laconia	Ital.	Dodwell & Co. Ltd.	On 19th inst.
Manila, &c.	Tikini	Dut.	Java-China-Japan Line	On 18th inst.
Manila, &c.	Tiflis	Brit.	P. & O. S. S. Ltd.	On 31st inst.
Manila, &c.	Arakia	Brit.	P. & O. S. S. Ltd.	On 18th inst.
Manila, &c.	Q. Lopez Y. Lopez	Span.	Botelhe Bros.	On 12th Oct.
Manila, &c.	Ganges Maru	Jap.	Ozaka Shosen Kaisha	On 21st inst.
Manila, &c.	Chipsaling	Brit.	Jardine, Matheson & Co. Ltd.	On 23rd inst. Noon
Manila, &c.	Tikandi	Dut.	Java-China-Japan Line	On 21st inst.
Manila, &c.	Ido Maru	Jap.	Pacific Mail S.S. Co.	On 20th inst.
Manila, &c.	Lake Gilpen	Am.	Jardine, Matheson & Co. Ltd.	On 24th inst. 7 a.m.
Manila, &c.	Mingchow	Brit.	Butterfield & Swire	On 24th inst. 2.30 p.m.
Manila, &c.	Kuangchow	Brit.	Butterfield & Swire	On 18th inst. 2.30 p.m.
Manila, &c.	Butterfield & Swire	Brit.	Butterfield & Swire	On 18th inst. 5 p.m.
Manila, &c.	Douglas Laprak & Co.	Am.	Douglas Laprak & Co.	On 22nd inst. 3 p.m.
Manila, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 20th inst.
Manila, &c.	Yuenang	Am.	Jardine, Matheson & Co. Ltd.	On 23rd inst. 11 a.m.
Manila, &c.	Frederick Grant	Am.	Admiral's Line	On 22nd inst.
Manila, &c.	Legazpi	Span.	Botelhe Bros.	On 2nd Sept.
Manila, &c.	West Carmona	Brit.	Struthers & Barry	On 16th Sept.

B. Z. Mahlen, Dr. H. W. Rohde, Mr. and Mrs. W. G. Stevenson, Mr. C. Theobald, Mrs. C. R. Huchinson, Miss J. Jamieson, Mr. J. D. Mosby, Mr. J. Voloso, Mr. Woo, Shan Chi.
 Per Dollar s.s. *President* for New York via ports, on August 18th: Mr. P. de Contera, Mr. J. G. Owen, Mr. and Mrs. J. C. Owen, Rev. and Mrs. F. J. Woodward, Master D. Woodward and two children, Mr. T. B. Wilson, Miss L. Bullock, Miss M. Best, Dr. J. Chandler, Mr. and Mrs. B. E. Washburn, Mrs. J. Chandler, Dr. M. S. Witter, Miss Lila Wyman, Mr. T. F. Webb, Miss G. Killian, Mr. Jas. McCann, Miss G. Killian, Mr. G. Killian and son, Mrs. M. I. Breaker, Mr. H. E. Gilmore, Mr. M. I. Breaker, Mr. and Mrs. C. B. Morrison, Mrs. H. C. Boyd, Miss L. A. Smith, Mrs. Ruby Sia, Mr. Dee Hing Loi and Mr. F. E. Shaw.
 Per Admiral's Line s.s. *President* for Victoria and Seattle, via Shanghai and Japan, on August 18th: Mr. J. M. Sullivan, Miss Cheng Chi Chung, Miss Doris Lo, Mr. C. E. Phipps, Mr. Mui Chan Sik, Mr. So Hoo Fat, Mr. Thang Pak Ki, Mr. Chang Yu, Miss K. Saytho, Mr. J. A. Thompson, Mr. P. A. Wood, Mr. M. D. Zhang, Mr. J. Wall, Mr. Chan So Kwai, Master Chan Hung Kyan, Mr. Lung Yai Tung, Mr. Lo Fong Chan, Mr. Lam Tin Moos, Mr. Chu So Hin, Mr. A. Baker, Mr. B. M. Castro, Mr. W. D. Kadrian, Mr. E. C. Holbrook, Mr. S. W. Chenz, Mr. Lou Wing Kit, Mr. Lou Wing Sik, Mr. Lou Wing Cheung, Mr. N. J. Joo, Mr. On Young, Mr. On Jong Jos, Mr. Loy Chang, Mr. Fong Tien Yu, Mr. Wong Sim Chow, Col. E. P. Wolfe, Mr. T. G. Wolfe, Mr. L. Everett, Miss J. Rathford, Mrs. C. W. Rosenstock, Mr. G. Haskins, Mrs. C. Egner, Rev. G. Eborle, Mr. M. A. Niemeer, Mr. M. Naval, Mr. E. T. Rogue, Mr. A. de Mesa, Dr. M. S. Basaca, Mr. R. Lunn, Dr. V. R. Sayo, Mr. J. Alvarez, Mr. M. Cruz, Mr. A. Gordon, Miss F. Calderon, Miss M. Villa, Mr. A. Borromeo, Mr. T. B. Abello, Dr. P. Valenzuela, Mr. S. Mangutman, Mr. R. Raelis, Mr. M. Murphy.

VESSELS EXPECTED.

August 23rd.
Atreus (Blue Funnel), due Sept. 1st.
Autolanga (Blue Funnel), due September 10th.
 August 28th.
Agua Maru (N.Y.K.), due August 28th.
Empress of Canada (Blue Funnel), due August 28th.
 August 29th.
Helena (Blue Funnel), due September 2nd.
Kaiser-I-Hind (P. & O.), due to-day.
Yokohama Maru (N.Y.K.), due to-day.
Pennang Maru (N.Y.K.), due September 4th.
 August 31st.
President Grant (Admiral's Line), due August 31st.
President Monroe (Dollar), due September 1st.
 September 6th.
Rheus (Blue Funnel), due September 6th.
Schlesien (N.D.L.), due September 10th.
Thier (N.D.L.), due September 12th.

SHIPPING NOTES.

The Nippon Yusen Kaisha has recently acquired by Pier No. 16, Brooklyn, New York, in place of the Pier hitherto used by its steamers, viz. Pier 16, Tompkinsville, Staten Island. The new Pier is in the centre of New York and has good connection with railroad terminals, so that every facility is afforded in trucking and distributing on arrival.

CANADIAN PACIFIC

THE "EMPRESS OF ASIA"

WILL SAIL FROM

HONGKONG

TO

MANILA

5 P.M., WEDNESDAY, AUGUST 20th.

FROM

HONGKONG

TO

VANCOUVER

NOON, THURSDAY, AUGUST 28th

via Shanghai, Nagasaki, Kobe & Yokohama.

Passenger Department: Telephone C. 752. Cables: "GACANPAC."

Freight and Express: Telephone C. 42. Cables: "NAUTICUS."

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(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

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will be despatched to

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1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation
 All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.
 In connection with the Royal Packet Nav. Co.'s (K.P.M.) services
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MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT WILSON" ... Wednesday, August 27th, at 4 p.m.
 S.S. "PRESIDENT LINCOLN" ... Wednesday, September 10th, at 4 p.m.
 S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 4 p.m.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTIN.	YOSEMITE
LOS ANGELES	RAILWAY AND	GRAND CANYON
SALT LAKE	ATLANTIC STEAMERS	FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NILGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Sunday, August 25th, at Noon.
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"OF" ... 1071st "OG" ... 1072nd "OH" ... 1073rd "OI" ... 1074th "OJ" ... 1075th "OK" ... 1076th "OL" ... 1077th "OM" ... 1078th "ON" ... 1079th "OO" ... 1080th "OP" ... 1081st "OQ" ... 1082nd "OR" ... 1083rd "OS" ... 1084th "OT" ... 1085th "OU" ... 1086th "OV" ... 1087th "OW" ... 1088th "OX" ... 1089th "OY" ... 1090th "OZ" ... 1091st "PA" ... 1092nd "PB" ... 1093rd "PC" ... 1094th "PD" ... 1095th "PE" ... 1096th "PF" ... 1097th "PG" ... 1098th "PH" ... 1099th "PI" ... 1100th "PJ" ... 1101st "PK" ... 1102nd "PL" ... 1103rd "PM" ... 1104th "PN" ... 1105th "PO" ... 1106th "PP" ... 1107th "PQ" ... 1108th "PR" ... 1109th "PS" ... 1110th "PT" ... 1111st "PU" ... 1112nd "PV" ... 1113th "PW" ... 1114th "PX" ... 1115th "PY" ... 1116th "PZ" ... 1117th "QA" ... 1118th "QB" ... 1119th "QC" ... 1120th "QD" ... 1121st "QE" ... 1122nd "QF" ... 1123rd "QG" ... 1124th "QH" ... 1125th "QI" ... 1126th "QJ" ... 1127th "QK" ... 1128th "QL" ... 1129th "QM" ... 1130th "QN" ... 1131st "QO" ... 1132nd "QP" ... 1133rd "QQ" ... 1134th "QR" ... 1135th "QS" ... 1136th "QT" ... 1137th "QU" ... 1138th "QV" ... 1139th "QW" ... 1140th "QX" ... 1141st "QY" ... 1142nd "QZ" ... 1143rd "RA" ... 1144th "RB" ... 1145th "RC" ... 1146th "RD" ... 1147th "RE" ... 1148th "RF" ... 1149th "RG" ... 1150th "RH" ... 1151st "RI" ... 1152nd "RJ" ... 1153rd "RK" ... 1154th "RL" ... 1155th "RM" ... 1156th "RN" ... 1157th "RO" ... 1158th "RP" ... 1159th "RQ" ... 1160th "RR" ... 1161st "RS" ... 1162nd "RT" ... 1163rd "RU" ... 1164th "RV" ... 1165th "RW" ... 1166th "RX" ... 1167th "RY" ... 1168th "RZ" ... 1169th "SA" ... 1170th "SB" ... 1171st "SC" ... 1172nd "SD" ... 1173rd "SE" ... 1174th "SF" ... 1175th "SG" ... 1176th "SH" ... 1177th "SI" ... 1178th "SJ" ... 1179th "SK" ... 1180th "SL" ... 1181st "SM" ... 1182nd "SN" ... 1183rd "SO" ... 1184th "SP" ... 1185th "SQ" ... 1186th "SR" ... 1187th "SS" ... 1188th "ST" ... 1189th "SU" ... 1190th "SV" ... 1191st "SW" ... 1192nd "SX" ... 1193rd "SY" ... 1194th "SZ" ... 1195th "TA" ... 1196th "TB" ... 1197th "TC" ... 1198th "TD" ... 1199th "TE" ... 1200th "TF" ... 1201st "TG" ... 1202nd "TH" ... 1203rd "TI" ... 1204th "TJ" ... 1205th "TK" ... 1206th "TL" ... 1207th "TM" ... 1208th "TN" ... 1209th "TO" ... 1210th "TP" ... 1211st "TQ" ... 1212nd "TR" ... 1213th "TS" ... 1214th "TT" ... 1215th "TU" ... 1216th "TV" ... 1217th "TW" ... 1218th "TX" ... 1219th "TY" ... 1220th "TZ" ... 1221st "UA" ... 1222nd "UB" ... 1223rd "UC" ... 1224th "UD" ... 1225th "UE" ... 1226th "UF" ... 1227th "UG" ... 1228th "UH" ... 1229th "UI" ... 1230th "UJ" ... 1231st "UK" ... 1232nd "UL" ... 1233rd "UM" ... 1234th "UN" ... 1235th "UO" ... 1236th "UP" ... 1237th "UQ" ... 1238th "UR" ... 1239th "US" ... 1240th "UT" ... 1241st "UU" ... 1242nd "UV" ... 1243rd "UW" ... 1244th "UX" ... 1245th "UY" ... 1246th "UZ" ... 1247th "VA" ... 1248th "VB" ... 1249th "VC" ... 1250th "VD" ... 1251st "VE" ... 1252nd "VF" ... 1253rd "VG" ... 1254th "VH" ... 1255th "VI" ... 1256th "VJ" ... 1257th "VK" ... 1258th "VL" ... 1259th "VM" ... 1260th "VN" ... 1261st "VO" ... 1262nd "VP" ... 1263rd "VQ" ... 1264th "VR" ... 1265th "VS" ... 1266th "VT" ... 1267th "VU" ... 1268th "VV" ... 1269th "VW" ... 1270th "VX" ... 1271st "VY" ... 1272nd "VZ" ... 1273rd "WA" ... 1274th "WB" ... 1275th "WC" ... 1276th "WD" ... 1277th "WE" ... 1278th "WF" ... 1279th "WG" ... 1280th "WH" ... 1281st "WI" ... 1282nd "WJ" ... 1283rd "WK" ... 1284th "WL" ... 1285th "WM" ... 1286th "WN" ... 1287th "WO" ... 12

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Europe via Suez (Letters & papers, London, 24th July and Parcel, 17th July)	Kaituma Hind	19th Aug.
JAPAN	Mishima Maru	19th Aug.
SHANGHAI	Shinshu	19th Aug.
SHANGHAI	Shinshu	20th Aug.
STRAITS	Shinshu	20th Aug.
U.S.A., CANADA, JAPAN AND SHANGHAI	Shinshu	21st Aug.
STRAITS	Shinshu	21st Aug.
STRAITS	Shinshu	25th Aug.
JAPAN AND SHANGHAI	Shinshu	25th Aug.

OUTWARD MAILS

For	Per	Date
Shanghai, Japan, Canada, U.S.A., Central & South America and EUROPE via Victoria, B.C. (due Victoria, B.C., 7th Sept.)	Pros. Jefferson	Tuesday, 19th, 8:00 A.M.
Manila, Peking and Haiphong	Tammy	8:30 A.M.
Java via Soerabaya	Tammy	10:30 A.M.
Straits and Calcutta	Tammy	11:30 A.M.
*Swatow and Bangkok	Tammy	1:00 P.M.
Swatow, Amoy and Poonchow	Tammy	4:00 P.M.
Swatow	Wishnu	Wednesday, 20th, 8:30 A.M.
Manila, Australia, New Zealand via Thursday Island (due Thursday Island, 31st Aug.)	Mishima Maru	Registration, 8:45 A.M.
Shanghai Japan and Europe via Siberia (Correspondence especially superscribed "Via Siberia" only)	Kaituma Hind	10:30 A.M.
Sulawesi	Hinshu	Noon
Manila	Hinshu	3:30 P.M.
Swatow, Amoy and Poonchow	Hinshu	5:00 P.M.
*Straits, Ceylon, India, Mauritius, E. & S. Africa	Shinshu	Thursday, 21st, 10:30 A.M.
Straits	Shinshu	2:30 P.M.
Haiphong, Peking and Haiphong	Shinshu	5:00 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central & South America and EUROPE via San Francisco (due San Francisco, 17th Sept.)	Kaituma Hind	Friday, 22nd, 9:45 A.M.
Swatow, Amoy and Poonchow	Hinshu	10:30 A.M.
Manila	Hinshu	3:30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Mauritius (due Mauritius, 21st Sept.)	Shinshu	Parcels, 22nd, 5:00 P.M.
Java via Batavia	Tammy	24th, 9:45 A.M.
Manila	Tammy	10:00 A.M.
Haiphong and Haiphong	Tammy	5:00 P.M.
Swatow, Amoy and Poonchow	Kaituma Hind	Sunday, 24th, 9:00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Mauritius (due Mauritius, 21st Sept.)	Kaituma Hind	Tuesday, 25th, 8:45 A.M.
Shanghai and Japan	Kaituma Hind	9:30 A.M.
Swatow, Amoy and Poonchow	Kaituma Hind	10:30 A.M.
Shanghai, Japan, Canada, U.S.A., Central & South America and EUROPE via Victoria, B.C. (due Victoria, B.C., 15th Sept.)	Kaituma Hind	Thursday, 22nd, 9:00 A.M.
Europe via Siberia (Correspondence especially superscribed "Via Siberia" only)	Kaituma Hind	Registration, 9:15 A.M.
Formosa	Kaituma Hind	Letters, 10:00 A.M.
Formosa	Kaituma Hind	Saturday, 30th, 9:30 A.M.

*Correspondence bearing vessel's name only

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

ADRASTUS ... 25TH AUG. Marseilles, London, Rotterdam & Hamburg
 TROILUS ... 1ST SEPT. London, Hull, Rotterdam & Hamburg
 SARPEDON ... 9TH SEPT. Marseilles, London, Rotterdam & Glasgow
 GLAUCUS ... 15TH SEPT. London, Dunkirk, Rotterdam & Hamburg
 *Call at Oran.

LIVERPOOL SERVICE

IXION ... 21ST AUG. Genoa, Marseilles, Liverpool & Glasgow
 EURYPYLUS ... 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow
 ANTILOCHUS ... 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

PROTESILAUS ... 23RD AUG. Victoria, Seattle & Vancouver
 ACHILLES ... 20TH SEPT. Victoria, Seattle & Vancouver

NEW YORK SERVICE

BELLEROPHON 21ST AUG. Boston & New York (via Suez)
 PERSEUS ... 10TH SEPT. Boston & New York (via Suez)
 TEUCER ... 1ST OCT. Boston & New York (via Suez)

PASSENGER SERVICE

PATROCLUS ... 16TH SEPT. Shanghai
 SARPEDON ... 9TH SEPT. Singapore, Marseilles & London
 PATROCLUS ... 21ST OCT. Singapore, Marseilles & London
 MENTOR ... 17TH NOV. Singapore, Marseilles & London
 HECFOR ... 16TH DEC. Singapore, Marseilles & London
 TELERIAS ... 29TH DEC. Singapore, Marseilles & London
 Also cargo steamers with limited passenger accommodation at specially reduced fares.

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BUTTERFIELD & SWIRE
 AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

August 18th, 1924

On London—	
Telegraphic Transfer	2/4
Bank Bills, on demand	2/1 3/16
Bank Bills, at 30 days sight	2/1 3/16
Bank Bills, at 4 months sight	2/1 3/16
Credit, at 4 months sight	2/5
Documentary Bills, 4 months sight	2/5 1/2
On Paris—	
Bank Bills, on demand	9/10
Credit, 4 months sight	1/4
On New York—	
Bank Bills, on demand	3/2
Credit, at 30 days sight	3/2
On Bombay—	
Telegraphic Transfer	16 1/2
Bank Bills, on demand	16 1/2
On Calcutta—	
Telegraphic Transfer	16 1/2
Bank Bills, on demand	16 1/2
On Shanghai—	
Bank Bills, at sight	nom.
Private 30 days sight	nom.
On Yokohama—On demand	13 1/2
On Manila—On demand	107 1/2
On Singapore—On demand	101
On Batavia—On demand	13 1/2
On Haiphong—On demand	nom.
On Saigon—On demand	nom.
On Bangkok—On demand	79 1/2
Sovereign Bank's Buying rate	3 1/2
Gold Leaf, 100 fine, per tola	47.50
Bar Silver per oz	31 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds	
Sterling	\$4,000,000
Silver	\$250,000
Reserve Liability of Proprietors	\$20,000,000

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LONDON BANKERS

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 7th May, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. H. BARLOW,
 Acting Chief Manager.
 Hongkong, 15th May, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. P. FERGUSON, Manager.

Hongkong April 6th, 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1898.

Capital Subscribed	Yen 50,000,000
Capital (Paid-up)	Yen 25,000,000
Reserve Fund	Yen 12,500,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Man, Moji.
 ORIENT—Ginza, Kagi, Kawanishi, Keelung, Matsuyama, Nanto, Peking, Shimonoseki, Taihu, Tainan, Takao, Tamsui, Tientsin, Aikou.
 CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton.
 CHINA—Hongkong, Bangkok, Singapore, Bombay, Samatrag, Batavia, Bonaire, London, New York.

LONDON BANKERS

LONDON COUNTRIES WESTMINSTER AND PARIS BANK.
 The Bank has Correspondents in Commercial Centers in the European Continent, Russia, Manchuria, Thibet, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.
 Z. YAMAMOTO, Manager.

HONGKONG BRANCH,
 4, Des Voeux Road,
 Hongkong, 25th June, 1924.

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Also Packed in Regular Size 20's and 50's

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THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C.3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,000,000
Reserve Fund	£1,200,000

BANKERS

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Calcutta, Kanton, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

HONGKONG BRANCH:
 Every description of Banking and Exchange Business transacted.
 Interest allowed on Current Accounts at 3 1/2 per cent per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
 N. C. WILSON, Manager.
 7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital	Fr. 72,000,000
Paid-up Capital	Fr. 36,000,000
Reserve Fund	Fr. 36,000,000

BRANCHES

Bangkok, Batavia, Canton, Cebu, Hankow, Harbin, Hongkong, Kanton, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

LONDON BANKERS

Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale, The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Credit Lyonnais.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of Banking and Exchange Business transacted.

A. LEOT, Manager.
 Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Authorized Capital	\$10,000,000
Paid-up Capital	\$5,000,000
Reserve Fund	\$5,000,000

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
 Interest allowed on Current Deposit Accounts at the rate of Two per cent per annum, on Savings Accounts, Four per cent per annum, and on Fixed Deposits at the following rates—

For	Per annum
For 3 months at the rate of 3 per cent	3
For 6 " " " " " "	4
For 12 " " " " " "	5

KAN TONG PO, Chief Manager.
 Hongkong, March 15th, 1924. [34]

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Charter Road, Hongkong.

BRANCHES:
 Shanghai, Sui, Kiangsu Road, Hankow—British Consession.

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PROMPT SERVICE.

Attractive Rates for all kinds of Deposits Enquiries are welcomed.
 T. H. MAI, Manager.
 1924.

THE YOKOHAMA SPECIE BANK, LIMITED.

HEAD OFFICE: YOKOHAMA.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 74,500,000

BRANCHES AND AGENCIES AT:

Batavia, Bombay, Calcutta, Cebu, Hankow, Harbin, Hongkong, Kanton, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts, Deposits received for Fixed Periods at Rates to be obtained on application.
 T. NISHIYAMA, Manager.
 Hongkong, 24th July, 1924. [33]

Printed and Published by BERNARD AUGUSTUS HALL for the HONGKONG DAILY PRESS, LTD., at Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, E.C.4.

NEDERLANDSCHE HANDELS MAATSCHAPPIJ, BANK.

HEAD OFFICE: Amsterdam.

Authorized Capital	150,000,000
Paid-up Capital	80,000,000
Reserve Fund	20,000,000
Special Reserves	22,500,000

Head Office—AMSTERDAM.
 Eastern Head Office—BATAVIA.

BRANCHES:—Bandjermasin, Bandong, Bombay, Calcutta, Cheribon, Djember, Djokjarta, The Hague, Kobe, Rotterdam, Soerabaya, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Semarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

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J. J. STAARGAARD, Acting Agent.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	\$90,000,000
Paid-up Capital	13,275,000
Reserve Funds	9,529,425.24

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
 Every description of Banking Business transacted.
 Loans granted on Approved Securities. Special facilities for Home Exchange.

TSUYEE PEI, Manager.
 Hongkong, September 8th, 1921. [35]